THE HORSELESS CARRIAGE CLUB GAZETTE

VOLUME 16, 1954 NUMBER THREE

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THE HORSELESS CARRIAGE CLUB

Founded in Los Angeles, November 14th, 1937. 215 No. Larchmont Blvd. Los Angeles 4, Calif. A non-profit corporation founded by and for Automotive Antiquarians and dedicated to the preservation of historical automobiles, their accessories, archives and romantic lore.

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By action of the Board of Directors of the Horseless Carriage Club, classes of membership and dues have been fixed as follows:

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THE HORSELESS CARRIAGE CLUB GAZETTE

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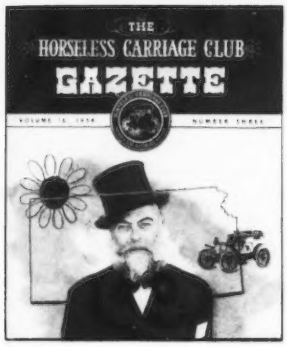

COVER FOR THIS ISSUE

With the beard he is distinguished; minus it he's a mighty handsome guy. BOB THIEROLF, without whose vision, faith and guidance the Beloit Meet would not have become a wonderful reality.

TRADE MARK REG.

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Back copies of the GAZETTE are available, $1.00 each for the large, recent copies, and 35¢ each or three for $1.00 for the smaller early numbers. Check your files, and let us know what copies are necessary for you to complete your collection.

National COMMENTS

by Harry B Johnson

A PLEA FOR AUTHENTICITY

Art. 1, Sec. 1 (Horseless Carriage Club, By-laws): The general purpose of this club, incorporated as a non-profit corporation, shall be to preserve and maintain motor vehicles of ancient age and historical value and to serve as an accurate and technical source of information concerning ancient automobiles for its members as well as the general public.

As our club grows more and more emphasis is being placed on tours and meets. In many cases this is leading members into competition for speed and performance rather than authentic restoration. There is also some tendency to place over-emphasis on social aspects of the club and overlook the dedicated aim to preserve and maintain the historic automobile.

With an ever increasing membership, antique cars are harder to find. Out of necessity many incomplete cars are being found and restored. This is very commendable and follows the aims of our club where the car is rebuilt as original. However, there is a growing tendency to build models that never existed originally. Before attempting a reconstruction, considerable research should be done to determine exact and authentic body styles. Dimensions and contours of bodies, fenders, etc. should duplicate the original to be acceptable.

When painting the car, if the original factory color scheme is not followed, let us at least use colors that were authentic for the period. Most of the early paints were clear colors instead of the blended colors common to today's cars. Metallic paints were not in use until the thirties and chrome plating did not come into use until the late twenties.

The substitution of parts from a car of different year or make should be discouraged except as a last desperate measure--- and then only where original dimensions are adhered to. The altering of engines and related parts from original specifications merely to increase performance and/or reliability should be definitely discouraged. There is hollow satisfaction in beating a fellow member up a hill with a car that is altered to modern specifications.

Horseless Carriage Club members have a responsibility similar to that of a public museum: To the public, to themselves, to new members and to posterity. We display our cars to the public and other members and represent them as being authentic. New members judge and base their action on what older members do. Lastly, we must consider what the thinking will be about our cars fifty and one hundred years hence.

There is great satisfaction to be had from making a car run and driving it in its original form. This was the development period of the automobile. All ideas were not good by modern standards, or even when compared to contemporary cars. However, such things as friction drive, planetary transmissions and progressive transmissions, high wheels, drip oilers, low tension ignition and chain drive gave individuality and character to the early automobiles.

While we should strive in every manner possible to keep our antiques authentic, there are of necessity some possible variations from

continued on page 54

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1954 Western National Tour, August 1, 2, 3, 4

by Herman Bear

A drive--- along California's beautiful coastal route, eating and entertainment in the best California tradition--- and a chance for shutter-bugs to make good use of their cameras will be offered Horseless Carriage enthusiasts in the 1954 Western National Tour in August.

All this in addition to the chance to tour once more with fellow enthusiasts in ancient vehicles, meet old friends and make new ones as we share experiences in rennovating and driving Horseless Carriages.

For those who are interested in other historical restorations besides those of ancient automobiles, there will be opportunities to visit some of California's famous missions, study the history they tell and see how they are being restored and maintained.

Five regional groups are cooperating in arrangements for this tour--- those at Los Angeles, Santa Barbara, Santa Maria, Santa Clara Valley and the Bay Area. The trip will close with two wonderful days in romantic San Francisco with the Bay Area group arranging for visits to the many places of interest in this cosmopolitan city.

We leave Los Angeles Sunday morning, the 1st of August, headed for Santa Barbara and lunch arranged by the Santa Barbara group. It will be a short drive to Santa Maria for the overnight stay after enjoying a barbecue dinner there. The Santa Maria group has a reputation for wonderful barbecue meals and will put forth its best efforts when it entertains our touring group.

On Monday morning, August 2nd, we will breakfast at Santa Maria and drive to San Luis Obispo, to pick up the coast line drive on scenic Highway No. 1 for the drive to Monterey. There will be a coffee break at beautiful Cambria Pines Inn.

The Santa Maria group is also in charge of Monday's lunch but at this writing plans have not been completed so we will look forward to a surprise, which is certain to be good with this active group doing it for us.

We will go on to Monterey for the overnight stay at Casa Munras. Those who wish to take the colorful 17-mile drive out of Monterey will have the opportunity to do so--- a wonderful chance to get some good scenic pictures. The Santa Clara regional group is making plans for a big cocktail party and evening of entertainment. This group is also planning the coffee stop and lunch on August 3rd.

On Tuesday morning, August 3rd, we will breakfast at the hotel before touring to Watsonville for the coffee break at the Watsonville Town and Country Club. We will tour through the Santa Cruz area, including the beach (note to the ladies: hang onto your man here--- the bathing suits are NOT 1910 vintage!) We will lunch at Los Gatos, then go up highway No. 17, under arrangements made by the Bay Area regional group which will provide an escort to Berkeley. There we will spend two nights at the beautiful historic Claremont Hotel overlooking the San Francisco Bay.

The Bay Area group is planning many special events for our entertainment--- such interesting sidelights as a trip to the International Settlement, a ferry ride, drives over the Bay Bridge and beautiful Golden Gate Bridge, lunch at Fisherman's Wharf and many others. After two days in the bay area we will depart for home, filled with memories of a highly interesting trip that will remain with us long and give us material for conversation for many years to come.

The General Petroleum Corporation again is planning to cooperate with their usual enthusiasm so we are certain of one of our best touring experiences.

Watch for the application blank, and send yours in early!

Terminus of 1954 Tour, beautiful Hotel Claremont in Berkeley, California.

FROM THE EDITOR'S SCRATCH PAD

NEW LIFE MEMBER

Richard Hempel, of Kansas City, Missouri, is our newest life member. Dick owns Stanley, Locomobile, White and Doble Steamers (the Doble formerly belonging to Howard Hughes), and according to Mercer Associates has the oldest known Mercer, a 1910. Sorry we did not receive a picture in time to print it.

REGIONAL GROUPS

New group, Santa Cruz (California), has just published the first issue of its paper, called HORSELESS TIMES. Volume 1, Number 1 indicates a promising future.

Another new group to join our ranks is San Diego (California).

GAZETTE QUESTIONNAIRE

Your early completion and return of this sheet will greatly facilitate future plans and operations.

LAND OF NO RETURN

That's us---remember? Please help us and we'll stop repeating ourselves. We'd like to, but we CAN'T return pictures submitted for use in the GAZETTE.

SUGGESTED READING

In our opinion, a reading "must" is "BRIGHT WHEELS ROLLING" by James Melton, with Ken Purdy. Here is a beautifully prepared book, generously endowed with pictures, telling of one of America's great antique automobile collections.

STEADMAN G. SMITH RESIGNS

Due to the press of personal affairs, it became necessary for Steadman G. Smith to tender his resignation from the National Board. The Club has lost a man who, in past years, has done much to help lay the firm foundation for our organization. The first meeting Ted attended was the second meeting of a group of men who had the idea to get together and talk "old cars." This was somewhere back around 1935. He became a member of the group and when the plan began to grow, he helped prepare the original By-Laws, and the incorporation papers. Being an attorney by profession, he has been in a position to offer wise counsel on numerous occasions and has prepared countless forms and documents for the protection of the club during all these years---always without compensation.

A past-president of the HCC, he has served as Vice-President, Secretary, Assistant Secretary, Treasurer and Chairman of the Board. This is an enviable record and one of which he may be proud. We know that Ted will always have the best interests of the HCC at heart, and we, in turn, can be proud of having had a man of his calibre in our midst. We wish him every good fortune and trust that in his capacity as an Honorary Director, and as time permits, he will continue to keep in touch with us.

STEADMAN G. SMITH

LETTERS TO THE EDITORS

I am looking at the "GAZETTE" Vol. 16, 1954 Issue No. 1, and I have read carefully the story on page 21 about an early Renault car. Nobody who writes about foreign cars, and early ones, does so well knowing that they are likely to be shot at because of their many mistakes. I read a lot of American literature, to which I either subscribe or which is sent to me by regular correspondents and folk who know my interest in motor history.

I would say that one of the big blights which has fallen on American writers is slipshod work. They do not know how to find an answer, and either guess or do not even bother to try.

Having set the scene, I will now tell you that there is no such firm as Renault Freres. You talk about "Saurer." Strictly speaking, this is a very old Swiss firm who built motor cars long before World War I and then went on to trucks. They eventually had a French branch mainly for assembly purposes in France, and it is more correct to think of them as Swiss in origin rather than French. The last literature I had from them came from the Works in Switzerland. Now you know why I say that you are likely to be shot at.

Cumberland, England — John Pollitt

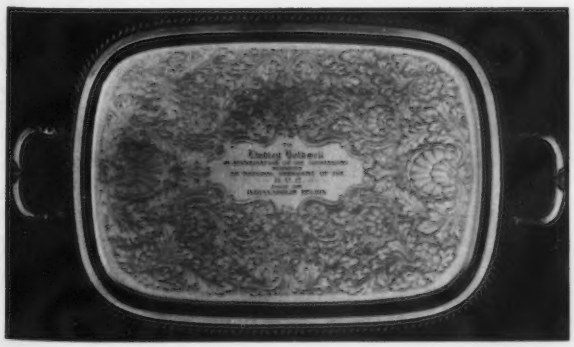
Don't shoot! We are not responsible for the writings of our members. --Ed.

INDIANAPOLIS Carriage Bolt News

The latter part of the month of May in Indianapolis always carries an air of excitement. The "500" brings people from all over the world, and amongst them HCC members from all over the country, thereby giving this group an opportunity to play host to fellow members. The regular monthly meeting was held on May 26 with President Clarence Myers presiding. The summer activities schedule was presented by Mr. Jack Cohen. Out of town guests at this business meeting were the Lindley Bothwells from California, who told the group of the great time everyone had on the Beloit tour. The meeting adjourned early in order that all present could visit the annual auto show at the Fair Grounds. Once more the HCC in this area had an outstanding exhibit of antiques and classics, prizes going to Clarence Myers with his Locomobile, in the antique division, and Goodwin Brothers, of Frankfort, Indiana, received third place with their Cadillac. Jack Cohen's Oakland and Bill Castle's Hupmobile received special awards in the antique division, and Bob Maynard received a special award with his HCS in the Classic Car Division.

On the 29th of May the group's annual dinner was held at Brody's Restaurant, with an attendance of about sixty people. Here out of town guests included the Bothwells, Floyd Clymer, and Udell and Wanda Goodfellow from California, Sam Bailey and Bill Pollock from Pennsylvania. Bill's story of his search for, finding and subsequent purchase of a Chadwick automobile was the highspot of the evening. Floyd Clymer also spoke briefly about future plans for the HCC and his experiences on the Beloit Tour.

In recognition of his services to the HCC the Indianapolis chapter presented to Lindley Bothwell a silver tray duly inscribed. The presentation was made by President Clarence Myers and Bill Castle.



They Also Ran

Summer, 1903, was eventful for those who built and drove Winton cars. The Winton Bullet No. 2, with eight cylinders and 80 horsepower, topped a mile-a-minute, and a cigar-chewing young man named Barney Oldfield took the first of hundreds of races he won in it before it was retired. Alexander Winton himself led a team of cars to France for the James Gordon Bennett Cup race, driving one to an excellent showing. In Williamsbridge, N. Y. (later Bronx Park), Peter Riess was driving his one-cylinder Winton for the third year. It was the first car in town when he bought it, second hand, for $500 in 1901. It was also one of the first of its breed--one of the two-score turned out in 1898 when Winton, an otherwise sane and respectable Cleveland bicycle builder, became the first established businessman to enter the automotive field. With his car freshly washed and worked over with a feather duster, Riess is ready for a spin down Lewell Avenue. The car wasn't as fast as the Bullets, nor as powerful, but it "never missed a lick." Wintons, which became good luxury cars, passed from the scene in 1925.

from AUTOMOBILE FACTS, April, 1954

Below: A note received by Director J.O.Goodell, from Mr. James Allday of Great Britain.

Life Patron

G. JAMES ALLDAY, M.B.E.

LANE END,
OLD AVENUE,
ST. GEORGE'S HILL,
WEYBRIDGE

12th May 1954

Mr. J. Goodell,
C/o The Horseless Carriage Club,
215 North Larchmont Blvd.,
Los Angeles 4, California.

Dear Mr. Goodell,

I have just received my copy of your Gazette and I wanted to thank you and, through you, your Editor and your colleagues, for your very charming article regarding what, to me, was a most memorable and enjoyable occasion.

I had long been looking forward to meeting my fellow members of the Horseless Carriage Club on their own ground, and I carried away with me very happy memories indeed of the warmth, kindness and hospitality that we received whilst we were with you.

I am very happy to know that my talk proved to be of interest and perhaps to some degree, helpful, and a number of your members have been kind enough to write to me expressing their appreciation. I am now looking forward with even greater keenness to my next visit to Los Angeles, and I would like, if I may through the courtesy of your columns, to convey to all your members, my own and my Club's warmest greetings.

I am,
Yours very sincerely,

James Allday

Presentation of Santa Barbara's Regional Group Charter was part of the program. L to R:Lil and Ken Sorensen (Director of Southern California's Regional Group), Betty and Ward Kimball (Master of Ceremonies), Charley Sands, (Director of the Santa Barbara region), Harry B.Johnson, National President, Marilyn Smith, and Walter Merigan,of Denver, Colorado (Vincent Mandese photo)

photos by Roy Stratton

SANTA BARBARA "COMMENCER" TOUR

by Ray Haley

Saturday morning April 24th dawned cold, damp, and quiet, until its serenity was shattered by the grinding stuttering machinery heard traveling north on U.S. 101. It was the occasion of the first annual tour hosted by the brand new Santa Barbara Regional Group.

Some sixty machines had joined the caravan by the time it officially assembled in Ventura, starting point of the sponsoring group's activities.

The Ventura Chamber of Commerce greeted, paraded, fed and feted participants in a grand manner--- two blocks of Main Street were devoted to the display of the venerable motorcars dating from 1904 to 1952, and the reaction of spectators assured everyone that the automobile is truly here to stay!" From the crowd came such comments as "My dad's first car was like this one," or "I know where there is a Stutz Bearcat not far from here." Both autos and drivers were duly fueled, (the former by the very kind courtesy of General Petroleum), and the cars departed for Santa Barbara, some thirty miles distant.

The State Street parade and display of cars on the de La Guerra Plaza evoked interest from an estimated 5000 people, and a high point of the afternoon was Ward Kimball's interruption of the Rural Firemen's Convention activities with his 1911 Maxwell Fire Chief's car--complete with "screaming sireen."

Spacious accomodations, at the famous Miramar-by-the-Sea Hotel Resort were accentuated by a lively cocktail party and a delicious prime rib dinner. Dancing occupied the evening for those who declined the enjoyable gaslight tour led by Ben Moser in his 1904 Rambler.

Sunday morning dawned to the sight of dusters hovering about the brass, and cranking arms were well oiled by the time a leisurely tour through suburban Santa Barbara was led by Gordon Bailard in his immaculate 1911 Ford. Some points of interest were the "Queen of the California Missions," A. G. Atchison's Horseless Carriage Restoration Shop, the Hope Ranch Park, and the picturesque water front and beaches.

Eleven o'clock Sunday saw the old time swimmers extending digital extremeties toward the 82 degree outdoor swimming pool, replete in attire appropriate to the early 20th century bather.

Some 35 awards were presented during the buffet garden luncheon, some of which included:

BEST RESTORED CAR, Len Roos	1907 Cadillac
OLDEST CAR, Ben Moser	1904 Rambler
OLDEST CAR, Bernard Rademacher	1904 Studebaker
LARGEST CAR, Art Austria	1911 Thomas Flyer
LARGEST CAR, Adolph Whitney	1911 Stevens Duryea
BEST DRESSED, Ken and Lil Sorensen, who drove their	1909 Premier
LONGEST DISTANCE, Dr. George Shafer,	1909 White
MOST TROUBLE, Gene Naumann	1912 Cadillac

Guests departed on an unofficial basis in the afternoon, and it was the pleasant feeling among both hosts and guests that this tour was one which will be long remembered as "Short enough, long enough, warm enough, cool enough, rich enough, and economical enough to thoroughly satisfy its 164 participants."

John and Anne Carra in their Stoddard-Dayton.

Barney and Mrs. Rademacher in their 1904 Studebaker.

Gordon Baillard in his immaculate Ford T.

Partial view of cars assembled in De la Guerra Plaza.

Harry Johnson and Walter Merigan in the former's sporty Mercer Raceabout

CANTON REGION ALL-OUT SPRING MEET

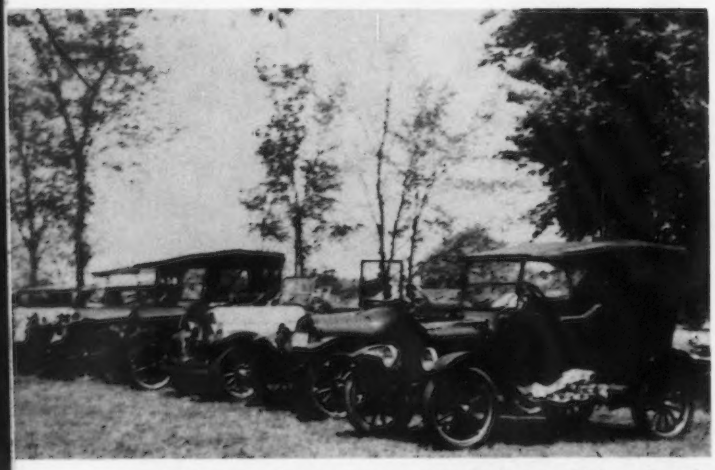
by Don Myers

May 16th marked the kick-off of the summer schedule for Canton Region. Due to the earliness of the season, much of the turn-out consisted of what one member cold-heartedly referred to as "used cars." While it is true that many of the creamier items are still under wraps, we had some nice cars turning out and in remarkably nice condition for so early in the year.

Following is a non-official listing of cars. Apologies if we call the year wrong--- we were too busy having fun to split hairs!

1923 Ford touring
1917 Buick touring
1924 Chrysler touring
1922 Ford touring
1914 Studebaker touring
1920 Dodge touring
1931 Chrysler sedan
1928 Minerva convertible sedan
1935 Brewster town car
1926 Flint sedan
1923 Rolls touring

Rendezvousing at the Plaza Shopping center we proceeded at a leisurely pace north and



Portion of lineup at the Dalton, Ohio, lunch-stop: L to R, 1928 Minerva, 1931 Chrysler, 1920 Dodge, 1914 Studebaker, 1922 Ford, 1924 Chrysler, 1917 Buick, 1923 Ford.

west through Canal Fulton and Orrville to a lovely park in Dalton. The scenery was beautiful and the sun shown nicely although the temperature was possibly a bit brisk for lowered bonnets.

The park in Dalton offered every convenience, and, shortly after arriving, everybody fell to and had a picnic lunch. Braver souls (Iler, Sheatsley, Dodds) brought camp stoves and cooked up all sorts of fancy fare but most of us were content to eat old junk like fried chicken, ham, etc.

After lunch there was the usual gabfest with much of the plain and fancy lying in evidence. A couple of energetic idiots started a ball game but it broke up after a couple of sad innings and everybody retired to the pavilions for more conversation.

By this time clouds were appearing and instead of the proposed short tours around the back roads near Dalton we thought we had best head back for the barns. A few drops did spot the finishes but nobody got overly damp.

While at Dalton we had a very short business meeting, talked over the insurance deal some more (get your car covered), voted on some new members (uninimously accepted), talked about the next meeting (let's have more like this --- next one in mid-June).

Several of the lazier members--- (Iler, Lynch) promised to have cars ready for the next meeting.

All members headed for home agreeing that this initial event was a dandy and augured well for the 1954 outdoor season.

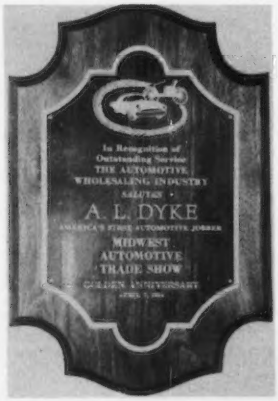
A.L.DYKE HONORED

Reprinted from St.Louis Globe-Democrat April 8, 1954

A.L. Dyke, St. Louis pioneer auto supply dealer and founder of the first automotive supply business, in 1899, was honored at the Midwest Automotive Trade Show Golden Anniversary Banquet at the Gold Room of Hotel Jefferson last night.

More than 900 delegates and their guests, representing a 10-state area, attended the banquet which inaugurated the four-day trade show beginning at Kiel Auditorium today and being held for the first time in St. Louis.

C.W. Corcoran, president of the St. Louis Auto Parts and Equipment Association, presented a plaque to Mr. Dyke praising him as "America's first auto jobber."



Minneapolis Musings

by Ray Hove

The Minneapolis Region got off to a wonderful start with a very successful first meet of the year. Chairmen of the meet were Chet Hyland and Don McGreggor and the meet was held in a park at the Masonic Home on the beautiful Minnesota River.

Chet Hyland drove his recent acquisition, a 1906 one cylinder Cadillac tonneau and gave everybody rides. Stan Tull Jr. has a 1915 Crow Elkhart in almost like-new condition. He's done a beautiful authentic restoration on this car.

One of the latest additions to the roster of Minneapolis region's cars is a 1908 model two-pedal raceabout owned by M.A. Daily.

About 25 cars turned out for the first meet, all displaying the "Pioneer" licenses as shown on Ray Hove's 1915 Overland. Over six hundred antique owners have applied for the new Pioneer licenses since they were authorized last year. They can all thank the Minneapolis Region of the Horseless Carriage Club for making this special license available.

Frank Kelly, a new H.C.C. member is seen pondering the impossible job of restoring this 1912 Model T. This picture was taken in the first part of March, 1954. Believe it or not, this car is going to be the outstanding job of restoration in the Minneapolis Region and we may challenge a few other regions too with this one.

Frank is remanufacturing the car with everything possible made of brass including the complete coil box and I mean complete to the last detail. He's going to drive it to California when it is finished. More pictures and more news about this car later.

Left: Frank Kelly and his 1912 Ford, Engine No. 131315. This is strictly a "before" photo. We will look forward to seeing the "after" later.

Below: 1915 Overland 81-T owned by Ray Hove of Minneapolis, Minnesota.

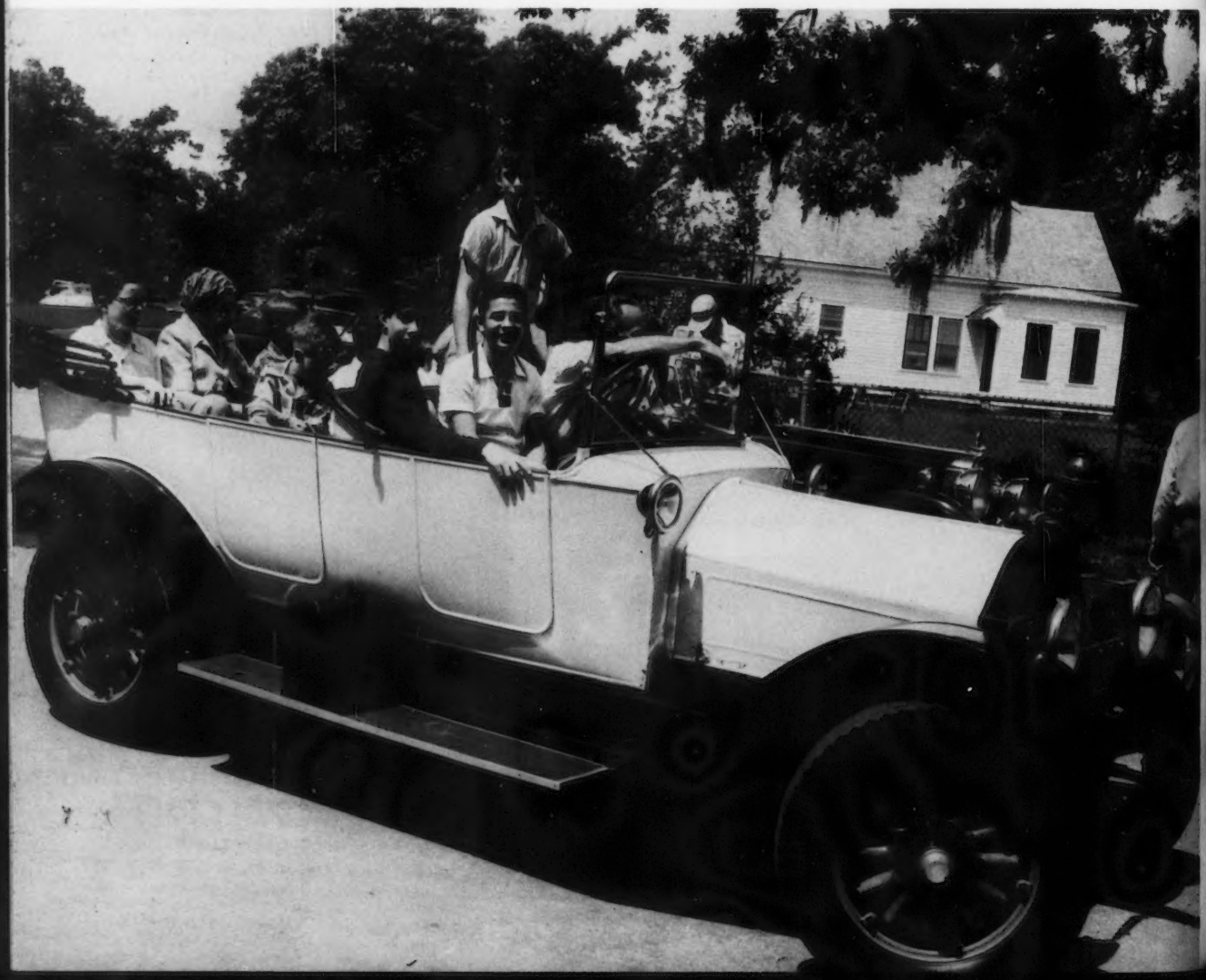
Left: A 1908 toy auto owned by M. A. Daily of Minneapolis; Minnesota.

ANNUAL FAITH HOME CHILDREN'S OUTING

Photos by Victor Helm

The Second Annual Outing and Picnic for the children of DePelchin Faith Home was held at Clear Lake Park on Sunday, April 11, and needless to say, in spite of the fact that we had close to 100 children to take care of, the outing was very successful and both the children and the participants had a very enjoyable time, thanks to the hard work and preparations made by the Outing Committee, headed by Bobbie Warren, Paul French, Ray Adams, J. D. Templet and last but not least the support and help of the participants who furnished their time and cars. Thanks are also due to the Mustang Sports Car Club who furnished ten cars and their help. The members of the Mustang Sports Car Club are a bunch of fine fellows. We appreciate their help and stand ready to help them if they are ever in need of us.

William E. Carey driving J.W. Kruger's 1914 Maxwell with a group of children from the De Pelchin Faith Home.



Above: Frankie Daidone, Miss Catherine Scott, and friend in Sam Daidone's 1912 Overland. Below: Sam L. Daidone in his 1906 Sears with a group of children passengers.

continued next page

The Antique, Classic and Sports Cars assembled at the Faith Home on South Shepherd at 10:00 and by 11:00 the cars were loaded down with children, and through the courtesy of the Houston Police Dept. we were escorted to Lang's Mobilgas Service Station at Telephone and Lawndale where the cars were given free gas through the courtesy of our new sponsor, The Magnolia Petroleum Company.

The police then escorted the caravan a few miles past South Houston, and from then on, outside of a puncture on Parr's KRIT and magneto trouble of Willie Kruger's Maxwell, the trip was made to Clear Lake Park in good style. At Clear Lake, the park was filled with hundreds of people and we like to think that they were drawn there by the old cars, due to the publicity given to the outing in the daily newspepers. At any rate, they were there and they enjoyed the old cars.

One of the highlights of the outing was Herb Baschnagel and his 1922 Ford Fire Truck, who loaded down with 15 to 20 children, made trips around the park. With siren wide open you would think Herb was doing around 50 to 60 miles per hour, but actually he was barely moving due to the heavy load on the Fire Truck. Herb is to be commended for doing such a fine job in restoring his Fire Truck and I am sure the club is proud of both of them.

After the children and grown-ups had lunch, the major part of the afternoon was spent in enjoying the facilities the park afforded. The children romped and played all over the park, and as usual the members talked about old cars, etc.

About 4:00 p.m. the problem of rounding up and accounting of the children began, but fortunately, unlike the problem of rounding up the children on the Battleship Texas as we had last year, this time we had them in the open, where we could see them.

Last year on the Battleship Texas we had to drag them out of cannons, gun turrets, compartments and a hundred other hiding places on the ship. Some were in the crows nest, some were two or three decks below, and finally when you did round up a few and turned around, they were gone again.

Someone should have taken movies of this on the battleship because it was very comical.

This time, they were rounded up and put in the cars in short time and through the courtesy of the Harris County Sheriff's Department we were escorted all the way into Houston where the outing came to an enjoyable end.

Our thanks and appreciation goes to the following people for contributing to the success of the outing:

The City of Houston Police Department, the Harris County Sheriff's Department, The Magnolia Petroleum Company, The Mustang Sports Car Club, the Horseless Carriage Club Outing Committee and to the participants who are as follows:

J. T. Casey	1923 Ford touring
J. D. Templet	1926 Ford roadster
Ray Adams	1927 Ford touring
Mr. and Mrs. Richard Ball	1925 Buick coupe
Mr. and Mrs. Poncho Locklin and son, Michael	1917 Dodge touring
Mr. and Mrs. Keller Pyle	1924 Ford touring
Mr. and Mrs. W. J. Runyan	1935 Lincoln sedan (Diadone's)
J. M. Parr	1913 KRIT touring
Mr. and Mrs. Pat Richards	1927 Cadillac sedan
Mr. and Mrs. Vic Helm	family car
Mr. and Mrs. C. M. Euler and daughter Sandy	family car
Mr. and Mrs. Orville Lundstrom	family car
Bill Carey	1914 Maxwell (Kruger's)
Johnny Banes	1930 Packard roadster
Mr. and Mrs. R. Mueller	1937 Packard phaeton
Mr. and Mrs. Paul French	1935 Auburn conv.
Mr. and Mrs. Emmett D. Heflin	family car
Mr. and Mrs. Ned Brandt	1913 Ford touring and family car
Mr. and Mrs. Herb Baschnagel	1922 Ford and family car
James Alcocer	1912 Ford touring (Daidone's)
Mr. and Mrs. Sam Daidone	1912 Overland touring
Bobbie Warren	1930 Ford sedan
Eugene Ware	1927 Rolls Royce phaeton

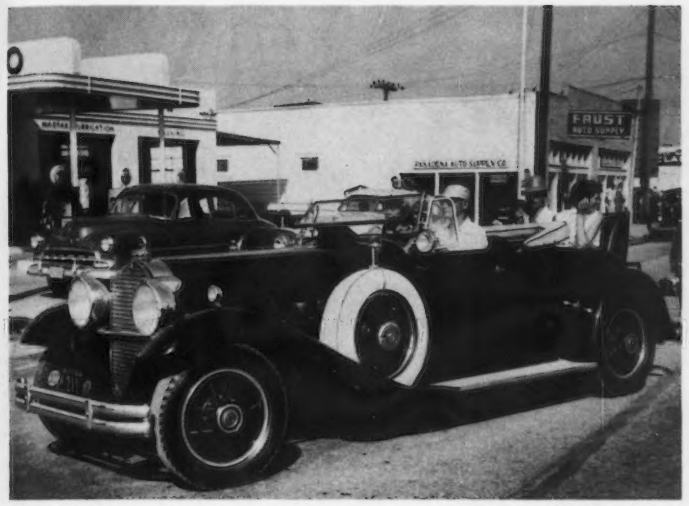
Greetings from
DE VILLARD ANTIQUES

This is to announce that we will continue to maintain the department of GAY 'NINETIES clothes and accessories begun by Mrs. Healey, and through whose kindness many of you have already been buying during the months of our taking over the business.

COSTUMES, HATS, PARASOLS, SHOES AND OUTFITS dating from 1890 to 1915 for the HORSELESS CARRIAGE CLUB

Bought *Sold* *Traded*

2528 West 9th Street, Los Angeles 6, Calif.
Telephone DUnkirk 7-5118



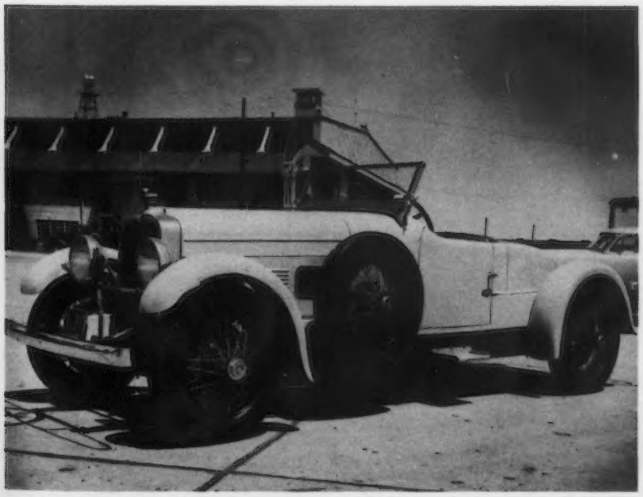
Mr. and Mrs. Warner J. Banes in their fine 1930 Packard roadster.

J. Pabst in his 1914 Packard touring car with a group of Brownies.

A FEW FINE AUTOMOTIVE SPECIMENS FROM HOUSTON

Participating in Various Civic Events

This beautiful 1927 Stutz Blackhawk is owned by Charles Knipe of Houston, Texas.



J.M. McParr driving a 1912 American LaFrance Fire Truck in an American Legion parade.

PRIDE and JOY

.....A SPECIAL PICTORIAL FEATURE DEVOTED TO DISPLAYING OUR MEMBERS' CARS.....

Above: Chalmers Detroit Gentleman's roadster, owned by Fred E. Haller of Pittsburgh, Penna.

Below: 1918 Stutz Bulldog owned by Clem C. Hiser of Inglewood, California.

Below: 1914 Cox Motorbuggy owned by Frank King, of Oakley, Illinois.

Sam L. Daidone of Houston Texas in his Overland 1912 touring.

1913 Hupmobile owned by C.R.Coffey of Kansas City, Mo.

Below: A 1915 Dort owned by Jerry Foley, of Jacksonville, Florida.

1904 Clement Talbot owned by W.C. Hughes of Hillington, England.

1904 Darracq owned by W.C. Hughes of Hillington, England.

1910 Brush owned by W.C. Hughes of Hillington, England.

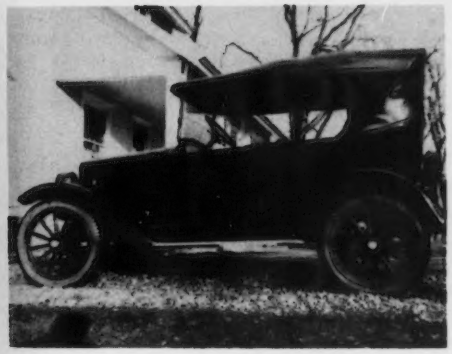
1907 Peugeot owned by W.C.Hughes of Hillington, England.

Not quite a "Pride and Joy" yet, but after Ben Moser gets through putting his fine touch to this, it will be a 1906 double-chain drive Lozier 4 cyl. T-head 7 pass. touring car, Serial No. 227. Mr. Moser is a Los Angeles member.

A 1915 Hudson 6-40 owned by Edmund De Cann, member from Council Bluffs,Ia.

Left: A 1922 Grant owned by Victor C. Johnson of Grand Rapids, Michigan.

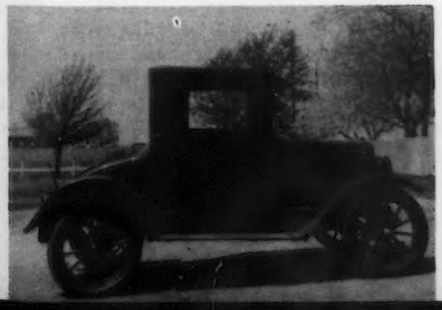
Below: A 1926 Stutz 8 owned by Victor C.Johnson, Grand Rapids, Michigan.



1923 Overland 91 owned by Clark Waldmier, Cerro Gordo, Illinois

Below: 1919 Maxwell 4 pass. coupe owned by Ben Booker of Hawthorne, California.

Below: A 1921 Overland 91 coupe owned by Quinter Miller of Oakley, Illinois.



ACETYLENE ALLEY by Herb Prentice

A FEATURE DEALING WITH ANTIQUE CAR RESTORATION

DRIVING GOGGLES

Claude Rye (EXPORT) Ltd. has available goggles that to me look much like the old time driving goggles. The lenses are tinted yellow in color and are oval in shape. They are set in a light metal frame which is attached to a lined cloth cup which presses firmly against the face. There is an adjustable elastic headband to hold the goggles in place. I believe that they are war surplus and perhaps they wouldn't suit you at all, but if you want to risk a dollar as I did, send it to 895 Fulham Road, London, S. W. 6, and request TWO pair of new W.D. non-splint goggles with tinted lenses.

VALVE ASSEMBLIES

Fred Hayward has purchased a valve and cage assembly for an early stationary engine from the Cushman Motor Works, Inc. (Lincoln 1, Nebraska). In examining the assembly it occurred to him that owners of very early cars equipped with automatic intake valves might be able to purchase such an assembly and modify it to fit the engine of their car.

ROPE TIRES

Moving a car that has no tires across concrete is apt to damage the flanges of the wheel rims. Such a car can be moved about in the garage or loaded onto a trailer without damage to the rims if you will wrap a length of heavy rope around the base of the rim, tying the ends of the rope together. The heavy rope will rest upon the concrete and hold the rim flange up out of the way.

EMERGENCY CLUTCH REPAIRS

A cone clutch that has worn so much that the leather face slips on the flywheel can be repaired temporarily by driving broken lengths of hack saw blades between the leather and the clutch cone. The pieces of hack saw blade act as shims and force the leather face outward so it can contact the flywheel. A minimum of four pieces of blades equally spaced around the clutch should be used. If the clutch leather is dry and grabs when you let out the clutch pedal, remember to lubricate it as follows: Depress the clutch pedal so as to expose the leather face of the clutch. Block the pedal in this position. Squirt neatsfoot oil on the leather until it will absorb no more. Leave the clutch blocked in this position for at least eight hours. To engage the clutch immediately will squeeze the oil from the leather. If you find the clutch slips because it is too oily, dust a little Fuller's earth on the leather.

SHOP HINT

If you have to shorten a bolt by cutting off a portion of the threaded area, and you do not have a tap and die set, screw a nut on the threads first. Cut the bolt off, file the new end smooth and round off the edges. Remove the nut. The nut will act as a die, straightening out the damaged threads at the end of the bolt.

SHOCK ABSORBERS

Information about shock absorbers that can be used as replacements for the old Hartford friction-type double-arm variety shock absorbers may be had by writing to Tarrant & Frazer Ltd., 10 Winchester News, London NW3.

WINCSHIELD CLEANER

From V.J.Sala of San Lorenzo, California, comes this reminder of an old bit of motoring advice that is applicable even today. "A bottle of glycerine and kerosene mixed in equal quantities is handy for preventing rain from accumulating on windshields. A little of this mixture rubbed on will cause the rain to run off as rapidly as it strikes the glass."

AUTO PARTS

Clyde Lewis of Downey, California, advises that Johnson Auto Supply, at 759 South Atlantic Boulevard, Los Angeles 22, California, has some parts for old cars in the late twenties and early thirties. There are ring and pinion sets for a number of different makes starting with 1926; rear axles starting with the 1928 Model "A" Ford; timing gears for Model "T" and a number of newer cars; and head gaskets for such makes as Overland, Marmon, Reo, Fling, Peerless, Moon, Durant, Jordan, Rickenbacker, Locomobile, Hupmobile, Graham and Chandler. Most of these parts are one of a kind and the stock is very incomplete. However, a query accompanied by a self-addressed stamped envelope to Bob Henry at the above address will bring a prompt reply.

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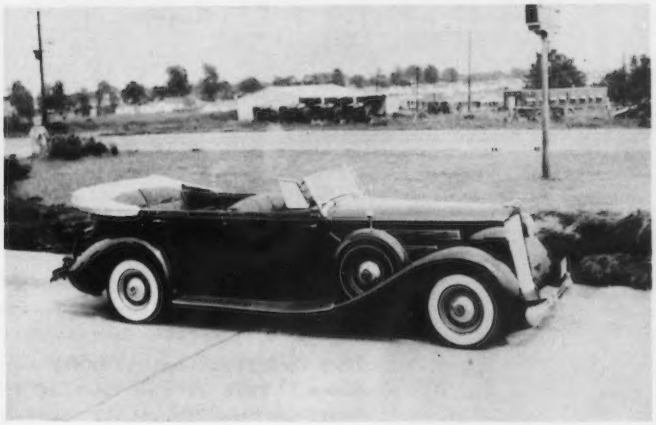
CLASSIC CARS

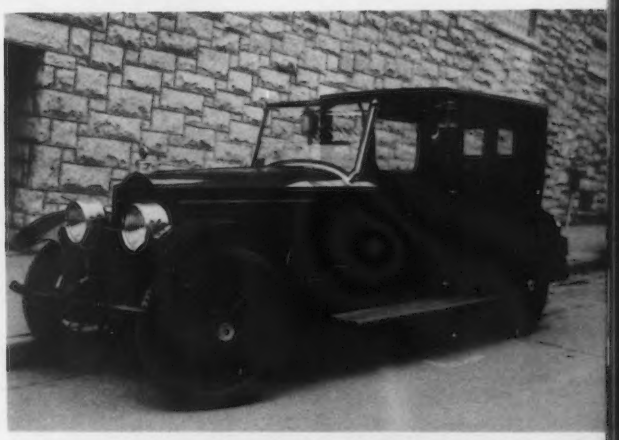
conducted by ROBERT J. GOTTLIEB

1935 Brewster town car with basketwork body owned by Ed Harrington of Copley, Ohio.



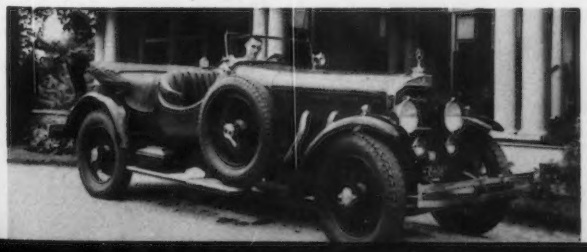
1937 Packard Twelve 7 pass. parade touring, owned by Ford U. Ross, Elizabeth City, N.C.

Below: 1937 Mercedes Benz 6 owned by Charles R. Hamilton, Jacksonville, Florida.



1920 Packard Twin Six limousine, owned by Paul Robinson of Galax, Virginia.

Below: 1930 Pierce Arrow 7 pass. sedan owned by F. Maurice Banister, Riverside, Calif.



The Holiday Season of 1953 brought from member Arthur G. Rippey, of Denver, Colorado, a greeting in a most unusual form. A 24-page folio of photographs and words, describing some of his vehicular treasures. It is from this inspired booklet, plus other material, that we proudly present this feature.

We quote from the opening page:

"Only an aficionado understands the lure of a shiny brass lamp or a bulb horn, the astringent odor of gasoline on a crisp day, the fascination of varnish and mohair and pebble grain leather. We who collect and restore the horseless carriages of yesterday, the vintage cars of Kaiser Bill's war, and the classics of the Twenties and Thirties, like to share our hobby with others.....with title borrowed shamelessly from the famous novel by Marcel Proust....."

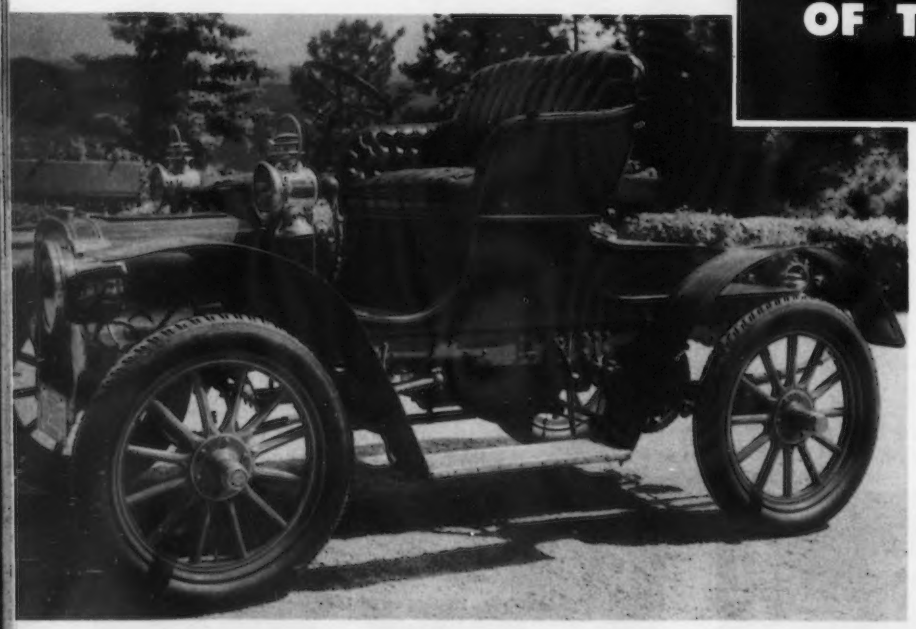
(Picture captions by Mr. Rippey, some of which have been condensed in the interest of space conservation.)

Mr. Rippey closed his pages with these words: "..... The hobby is an end in itself. For those who pause to marvel at the fabulous strides man has taken between the Columbia Electric Runabout and the sleek Mercedes-Benz of today, there may be a lesson-- a recognition of man's creative genius. At any rate, we who admire Motoring's history also admire Motoring's present. And perhaps we'll be here to witness Motoring's tomorrow....."

1903-04 Columbia Runabout. This dimunitive automobile, weighing but 1200 pounds and powered by batteries, will glide along the street at 15 to 18 m.p.h. On a single charging, its batteries are good for perhaps 40 miles of silent locomotion. Black top, black leather upholstery, and black enamel with red wheels.

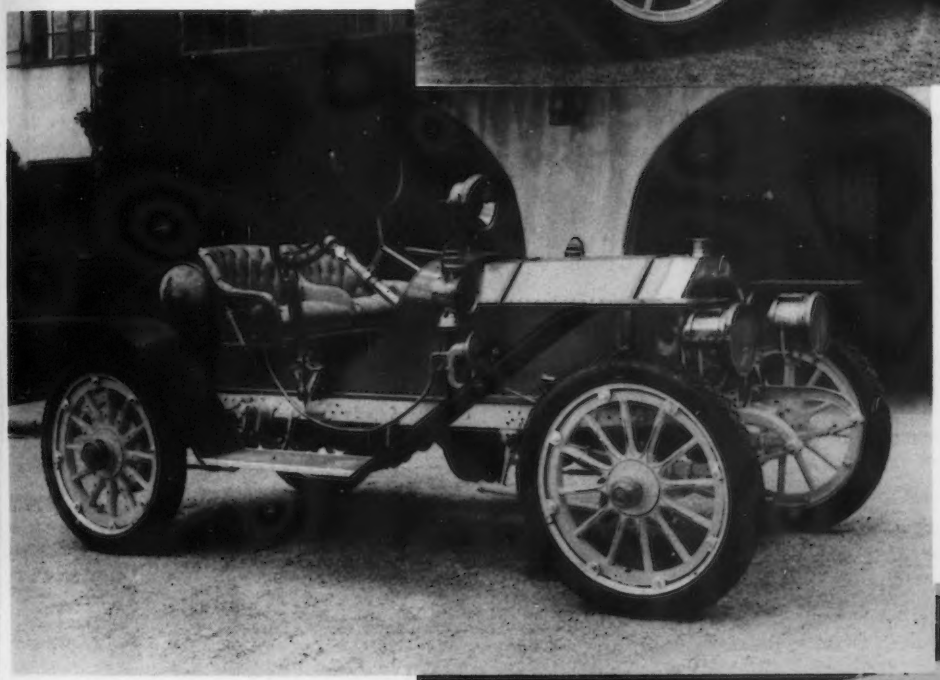
REMEMBRANCE OF THINGS PAST

material compiled by Lindley Bothwell



1908 Cadillac one cylinder runabout. This is the last of the Cadillac "one-lungers," beloved of doctors, salesmen, and early day motoring enthusiasts. A 10 horsepower job, she'll thump along the road at 25 miles per hour or better. Dark green, red wheels, gold striping, and black upholstery.

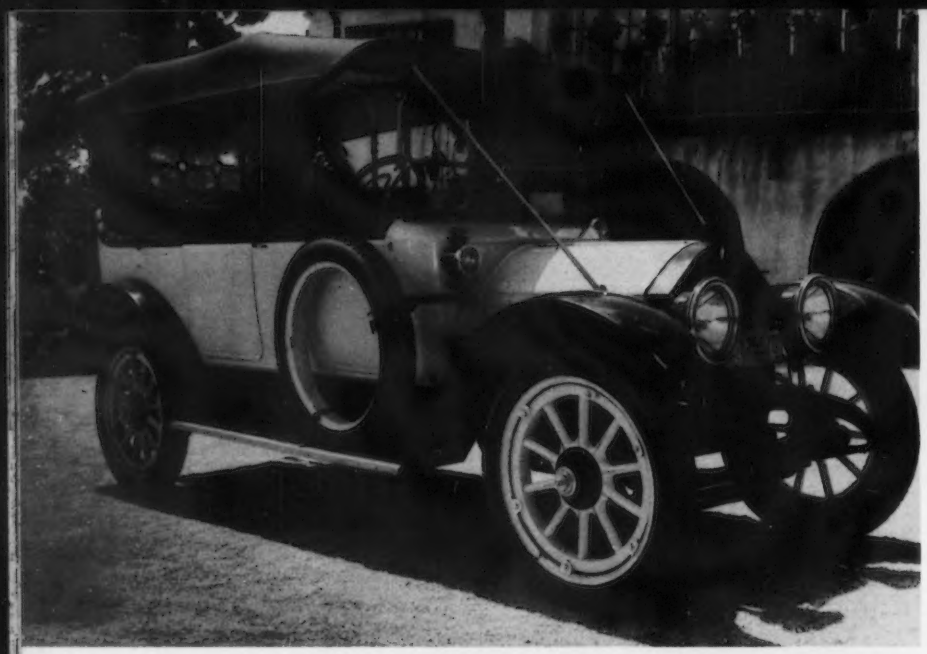
1909 Cadillac Model 30 4 cylinder touring. The very quintessence of early-day automobilism. Loaded with brass, shiny with varnish and lacquer, these motor cars demanded regular service, but gave generously in terms of a new mobility and dependability (tires aside). Cherry red paint, black fenders, black top, black leather, cream-yellow wheels and lots of gold striping. Completed '53 Glidden Tour, 3200 miles. Won second place for 1909-10 group at Old Car Festival at Greenfield Village, following Glidden Tour.



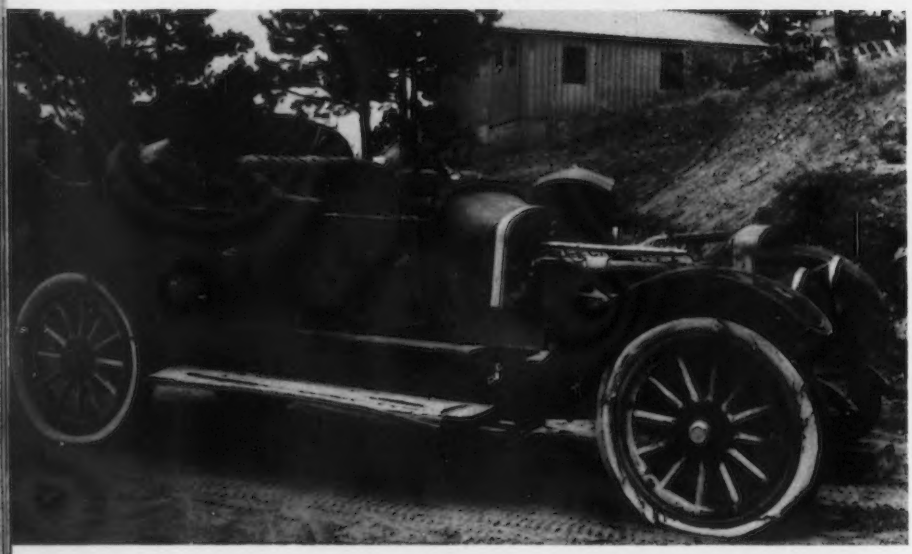
1910 Locomobile Speedster. Type E. Bronze crankcase, gearbox, and rear axle. Fire engine red body, chartreuse wheels and undercarriage, and biscuit tan English leather upholstery.

continued next page

1912 Baker Electric runabout, made by a predecessor company to Cleveland's Raulong, this little battery job has balloon tires added later, a windshield and a lowered top. Body color is tan, with black fenders and marroon wheels and tan top.



1914 Case touring. Found under a haystack on a ranch...Everything there--- just slightly shopworn. Cream body, black fenders, top and upholstery.

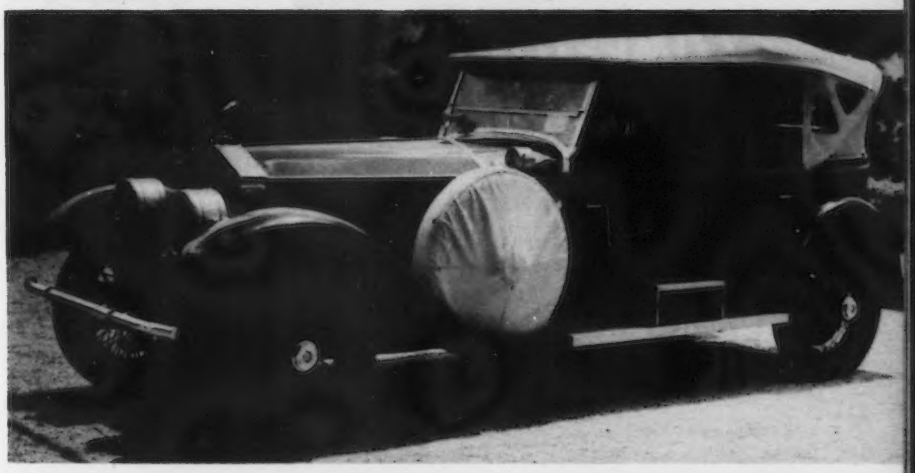


1914 Lozier Big Six touring. One of America's fine cars of the pre-World War One era. 88 h.p. motor, aluminum body, and craftsmanship of a kind we no longer see. This "basket case" of today will give way to a complete restoration by 1955. (Wait and see!)

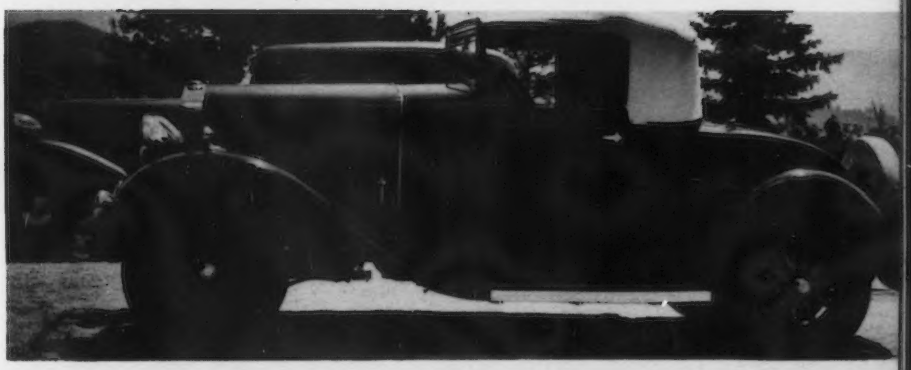
1913 Henderson four cyl. coupe now being restored.

1920 Stephens Salient Six spt. roadster. Made by the Moline Plow Company. A pretty knobby number in its day, with Boyce Motometer out front, and wind wings, pillar spotlight, Biflex bumpers and a handy little door on the side of the turtle deck through which to shove your golf bag. Color is olive green with black fenders, top and leather.

1923 Rolls Royce Silver Ghost Pall Mall Phaeton. Ageless and dignified. Since 1904, only 25,000 have been built, and probably half of these are still running. this 31- year old rides comfortably, still will step out at 80 m.p.h. Has royal blue body, jet fenders, wheels and leather, tan top.



1929 Franklin Model K-130 convertible coupe. Built by the inventor of the air cooled automobile, popular from 1902 until its demise in 1935; quiet and unusually comfortable, this car was greatly favored by physicians and ranchers, who didn't have to worry about freezing the water in the radiator.



1931 Marmon V-16 club sedan. In 1926, Col. Howard Marmon, who designed the famous Liberty motor of World War I, started to plan a V-16 engine. By 1929 he was finished. In 1931 he presented this then radically different car. Aluminum body, 200 h.p. all aluminum engine, and factory tested top speed of 100 miles per hour.

BRITISH AMERICAN COMPETITION

AMERICAN HORSELESS CARRIAGES TO COMPETE WITH BRITISH ANCESTRAL CARS

British Travel Association to Sponsor First Anglo-American Vintage Car Rally in Britain This Summer.

The selection of "All-American" team of horseless carriages to do battle this summer against British old-time cars has been completed following the Veteran Motor Car Club of America's canvassing of more than 2,000 members in a search for the ten finest thoroughbreds of the duster and goggles era.

Announcement of the American team was made by V.M.C.C.A. president, Dr. Jay Rice Moody of Newport, R.I., through the New York headquarters of the British Travel Association which is sponsoring this first Anglo-American Vintage Car Rally in history.

Henry Austin Clark, Jr., of Glen Cove, New York, will lead Uncle Sam's team which includes entries from places across the map from Vermont to California. Clark, owner of the Long Island Automotive Museum in Southampton, will drive a 1916 Pierce Arrow raceabout, largest American car of its day.

Other American cars and drivers are: 1906 Ford Model K speedster, Elmer W. Bemis, automobile dealer, Brattleboro, Vermont; 1906 Stanley Gentlemen's Speedy Roadster (steam), Paul J. Tusek, U.S. Postmaster, Power Point, Ohio; 1913

1914 Mercer raceabout owned by Ralph T. Buckley of Absecon, New Jersey, will participate.

Lozier Toy Tonneau, Richard S. Scheve, Vice president of a Boston jewelry story, Milton, Massachusetts; 1914 Mercer Raceabout, Ralph T. Buckley, professional restorer of antique cars, Absecon, New Jersey; 1914 Simplex Semi-Racing Runabout, Samuel E. Baily, partner in a firm building specialized truck bodies, Bala-Cynwyd, Pennsylvania; 1919 Stutz Sport Touring, Clarence Kay, insurance agent, Sunnyvale, California. 1918 Biddle Sport roadster, Edward S. Hansen, owner of an auto body shop, Madison, Wisconsin; 1923 Kissel Speedster, A.C. Baker, auto dealer, Battle Creek, Michigan; 1929 Duesenberg Speedster, Glen H. Harrison, M.D., Lake Forest, Illinois.

Heading John Bull's team will be Tim Carson of Basingstoke, Hampshire, in a 1920 Vauxhall. Other British cars and drivers are: 1906 Wolseley-Siddeley, D. Fitzpatrick; 1908 Hutton, R. Barker; 1910 Rolls Royce, S.J. Skinner; 1913 Sunbeam, D. Denne; 1913 Lanchester, E. Hutton-Stott; 1925 Alvis, H. Clarke; 1926 Sunbeam, A.S. Heal; 1928 Frazer-Nash, A.T. Pugh; 1928 Bentley, T.P. Breen.

James T. Turbayne, head of the British Travel Association in the United States, explained that the Rally was inspired by the hit comedy film "Genevieve," which tells the story of the famous London-Brighton old car run. With his Association's backing, the Vintage Sports Car Club of Great Britain threw down the crank to the Veteran Motor Car Club of America and the challenge was immediately accepted.

The American team will sail for Liverpool in the Cunard Liner Media on August 20th, Mr. Turbayne said. To enable drivers to familiarize themselves with British road conditions, including driving on the left, the U.S. cars will be escorted at a leisurely pace through the Lake District to Edinburgh, capital of Scotland, where the Rally will commence September 4.

Covering an 850-mile itinerary, the Rally will proceed to the famous English car-racing course of Goodwood, on the Sussex estate of the Duke of Richmond and Gordon, where it will end September 11.

"Stops will be made at places of tourist interest such as Harrogate, Boston, Cambridge, Sulgrave Manor (ancestral home of George Washington), Warwick Castle, Stratford-on-Avon (the birthplace of Shakespeare) and Winchester, for sightseeing, civic welcomes and an occasional spot of tea," Mr. Turbayne said.

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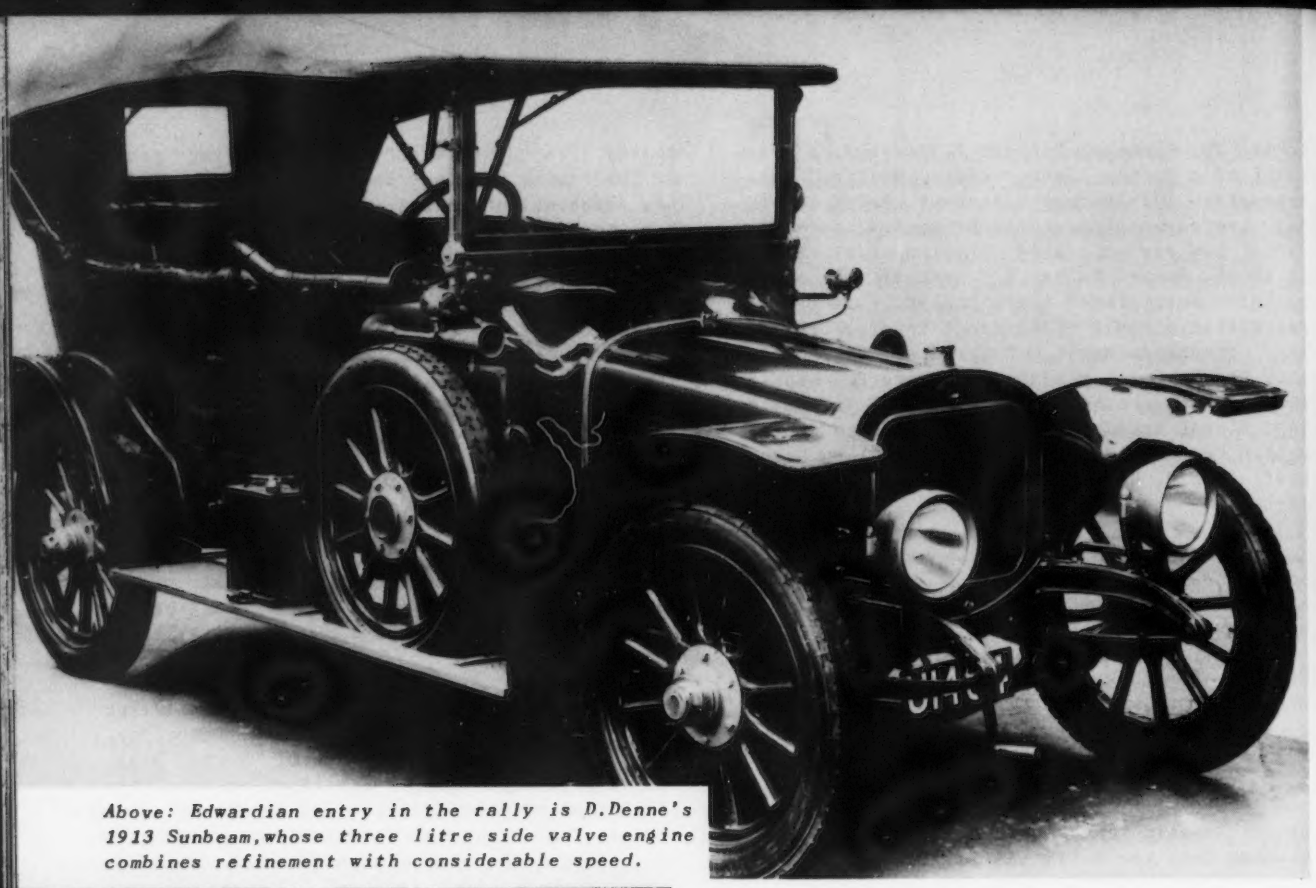
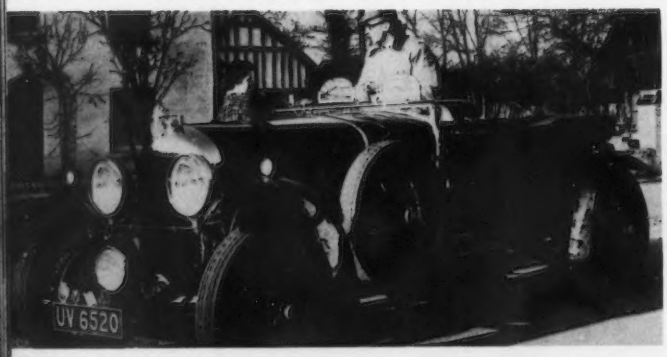
Mr. Stuart Skinner's famous 1910 Rolls Royce 7½ litre Silver Ghost tourer.



Above: Edwardian entry in the rally is D.Denne's 1913 Sunbeam,whose three litre side valve engine combines refinement with considerable speed.



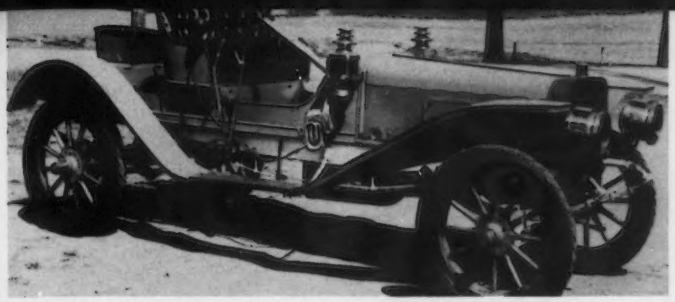
1928 Bentley owned by Terence P. Breen

The winning team, he explained, will be selected on the basis of an age-weight power handicap timed hill-climb at Prescott and a sustained stamina test at speeds consistent with the capabilities of the cars, and parking and driving tests at Goodwood. All this will be capped by a concours d'elegance (beauty contest). The road part of the tour will be competitive only to the extent that the cars will be expected to clock in at a given time twice each day.

Ed. Note: We are pleased to note that most of the American team participants are members of the H.C.C. We will look forward to the results of this great event upon its completion.

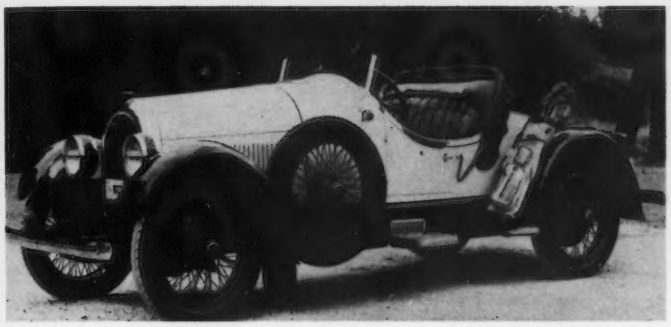
Below: Mr. A.S. Heal, an early and well-known member of the Vintage Sports Car Club, will drive this 1926 Sunbeam in the rally.This three litre, six cylinder model is used by Mr.Heal as his normal road car.

A 1925 12-50 Alvis owned by Mr. H. Clarke. This model combines considerable performance with excellent stamina and ability.

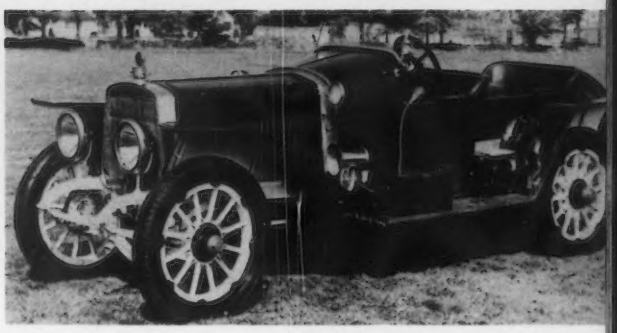


1906 Ford K speedster owned by Elmer W. Bemis, Brattleboro, Vermont.

1906 Stanley Gentleman's speedy roadster owned by Paul J. Tusek, of Power Point, Ohio.



1923 Kissel owned by A.C. Baker, Battle Creek, Michigan.



1913 Lozier Toy Tonneau owned by Richard S. Shreve, Milton, Mass.

1919 Stutz owned by Clarence Kay of Sunnyvale, California.

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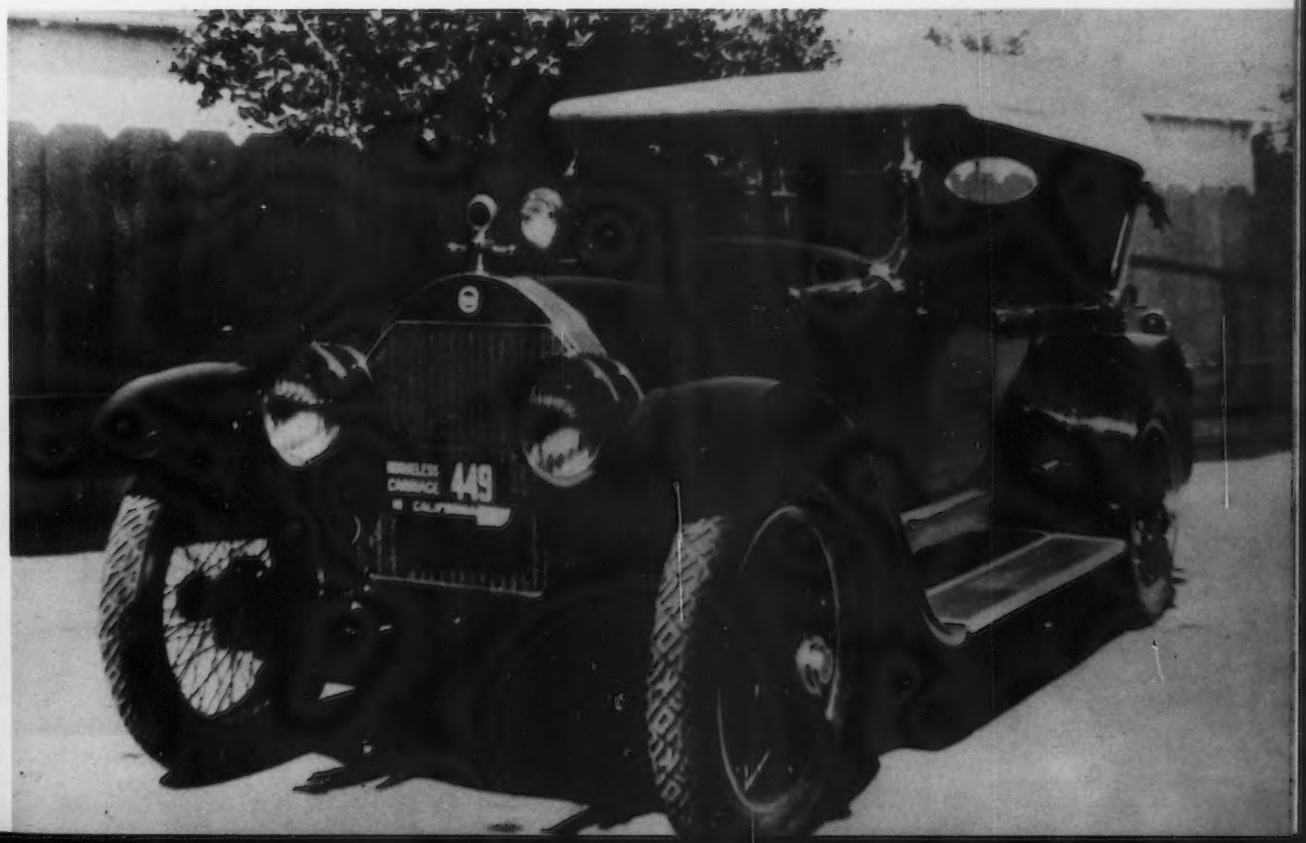
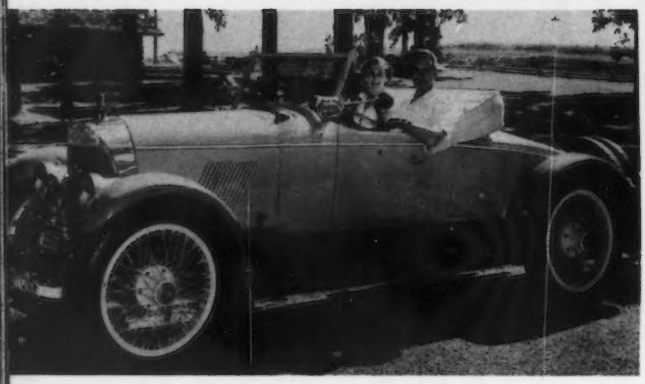
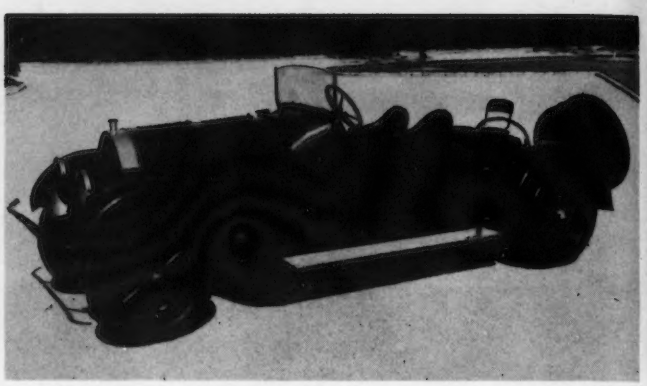


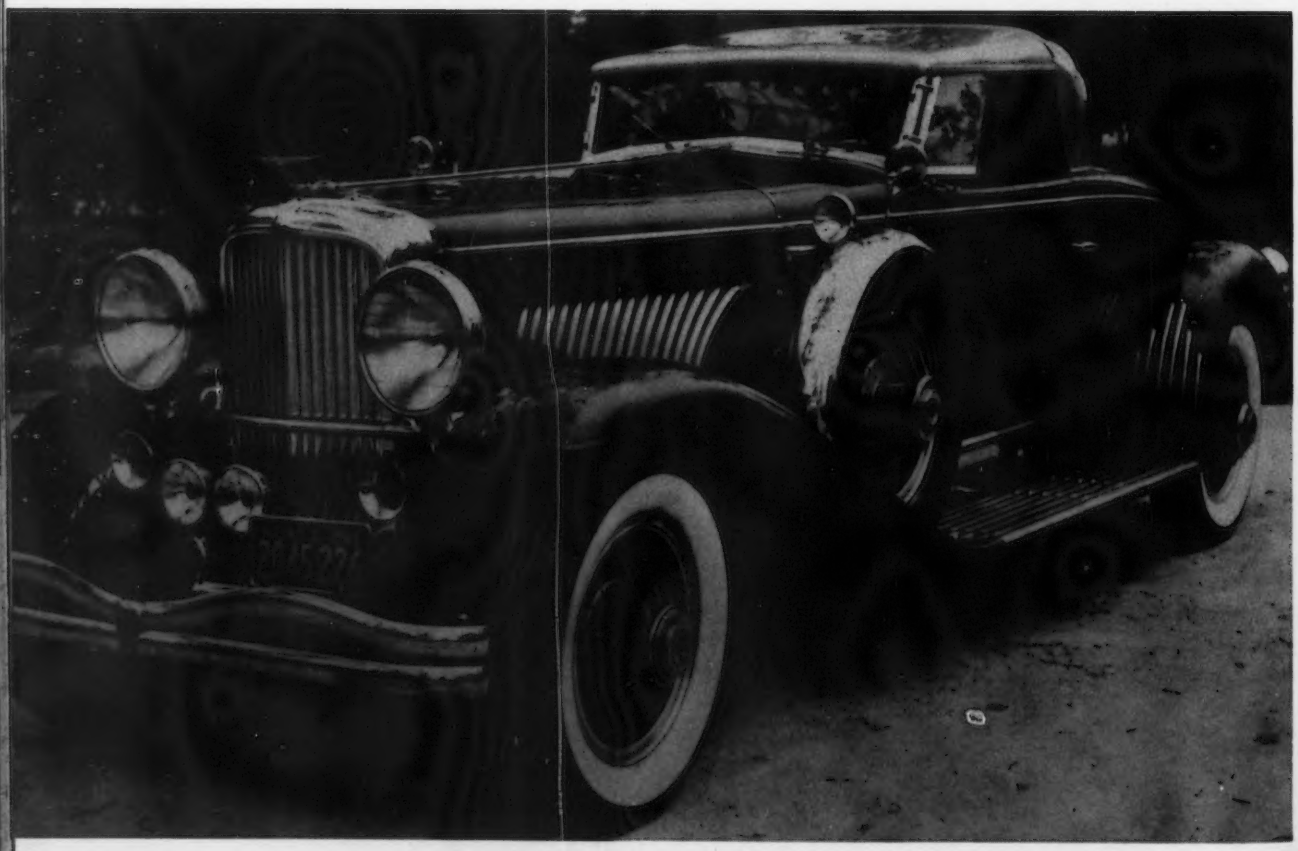


A 1918 Biddle sport roadster owned by Edward S. Hansen of Madison, Wisconsin



1916 Pierce-Arrow runabout owned by Henry Austin Clark, Jr., of Glen Cove, L.I., N.Y.

1929 Duesenberg speedster owned by Glen H. Harrison, M.D., of Lake Forest, Illinois.



SOONER-TULSA OUTING

Prize-winning cars at Prague Kolache Festival on May 8, 1954: L to R, 3rd prize, 1913 Regal Underslung, Mr. and Mrs. Hugh Gerner; 2nd prize, 1903 Northern 1 cyl., Don Boulton and son; 1st prize, 1905 Cadillac 1 cyl., Bob Ruedy and mother.

photos Coronet Studio, Chandler, Okla.

by Ted Hinson

On May 8, 1954, Oklahoma held its Fourth Annual Kolache Festival and all members of the Sooner and Tulsa Regions of the Horseless Carriage Club were invited. We had a total of twenty-one cars in the parade--- several more were unable to attend because of early morning showers.

After the parade all cars were lined up on the grade school yard and members had lunch and the usual old car talk followed. Besides the old cars we had two early Case steam traction engines and a 1912 Harley Davidson Motorcycle. The usual crowds gathered and several of the drivers spent a good deal of time giving rides in their old cars.

The Kolache Festival is an annual Czech affair in Prague, which is named after the capital of Czechoslovakia. Several hours of colorful dancing and music entertained the many out of town visitors to the town which has a normal population of only 1,500 people.

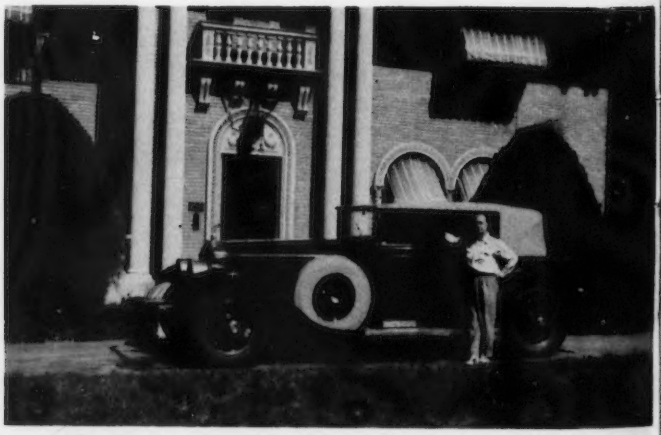
Lyle Davis	1914 Ford touring
Chuck Hodges	1917 Buick touring
Roger Phares	1924 Ford coupe
Hugh Gerner	1920 Hudson touring
R.M. Johnson driving Hugh Gerner's..	1913 Regal
Doc Brandes	1920 Stephens roadster
Joe Mizera	1916 Dodge touring
Dennis R. Ivy	1913 Ford touring
Sam Dyer	1923 Ford touring
Dale King	1923 Ford roadster
W. M. Ward	1914 Ford truck
Don Boulton	1903 Northern (1 cyl.)
Ted Hinson	1915 Ford touring
Frank Stottlemyre	1903 Ford runabout (2 cyl.)
William Stewart	1937 Mercedes
Bobby Ruedy	1905 Cadillac (1 cyl.)
L.W. Barber	1916 Chevrolet 490
L.W. Barber	1923 Ford coupe
J. Meier	1916 Chevrolet touring
S.H. Staten	1910 Overland touring
George Rodesny	1923 Buick sedan

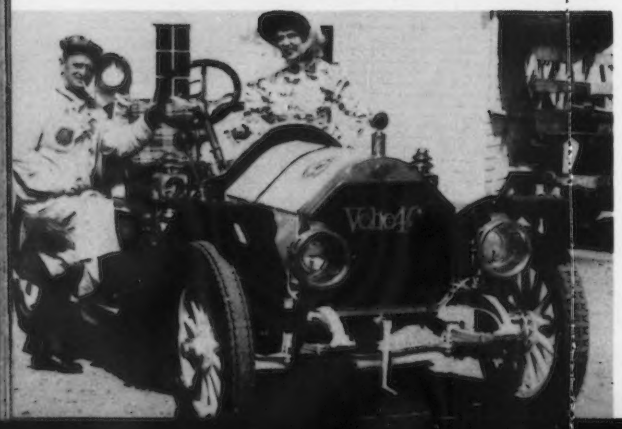
Close up of Bob Ruedy and mother in his 1905 one cylinder Cadillac at the Kolache Festival

BELOIT THE B

H.C.C. President Harry Johnson with three generations of Thierolfs: Mayor Carl, Bob, and his son Judd. (All beards came off on Sunday).
Binkley photo

Left: Francis and Mrs. Turley of Wichita, with their 1907 Maxwell. They worked from their city for the ultimate success of the meet.
KIDC Kansas photo





Above: Stanford Block, Kansas City Director and one of the original Beloit Tour boosters, with his 1928 Rolls Royce PI. Left: George and Helen James of Kansas City in their 1910 Velie.George worked side by side with Bob Thierolf.
Binkley photo

Leader of the parade, Dave Whitehead, of Fort Worth, Texas in his scale model of a 1903 Oldsmobile. Dave built it himself.
Binkley photo

BOUNTIFUL

First National MIDWEST TOUR

by Harry Johnson

May 21st found Horseless Carriage Club members from all over the country converging on Beloit, Kansas, for the first National Midwest Tour. This meet resulted in the largest collection of antique autos ever assembled for a Horseless Carriage Club event. There were nearly two hundred cars from all over the central United States and several from the west coast.

Bud and Berniece Catlett drove a 1910 Stearns from Sacramento, California, accompanied by Bill and Scherry Harrah of Reno, Nevada, in a 1911 Pope-Hartford. Mr. and Mrs. Nelson Holmwood drove a 1923 McFarlan from Newport Beach, California; Dr. George Shafer trailered his 1911 Mercer from San Bernardino, California; and H.B. Carroll drove his Locomobile from Abilene, Texas.

Beloit, known as the Queen City of the Solomon Valley was indeed a gracious hostess. As members arrived they were directed to the Municipal Building for registration and then were guided by Boy Scouts to their accomodations.

Festivities started with an afternoon social hour at Bob Thierolf's where members had an opportunity to get acquainted and see Bob's large collection of antique automobiles. Bob's cars range from a tiny Orient Buckboard and a one-cylinder Cadillac through the teens to the classic era. He kindly furnished cars for the parade Saturday to several members who were unable to bring their own.

The evening began with a marvelous Smorgasbord at the Municipal Building. Following this the group went into the auditorium where Mr. Tweed Ross, of Beloit, served as capable and humorous master of ceremonies. Mayor Carl Thierolf (Bob's father) gave an address of welcome that left no one in doubt that the Horseless Carriage was welcome. The male members of the town had been growing beards since January 7 for the event and the mayor's full white beard was most elegant and impressive. Following the mayor's speech of welcome the group was addressed by Mr. Tom Collins of Kansas City. Mr. Collins is widely known for his humorous after-dinner speeches and his tales of early experiences with motor cars were most entertaining.

There were a number of National and Regional group officers present: Harry B. Johnson, President; Floyd Clymer, Chairman of the Board; Herman Bear, National Director; Dr. George Shafer, one of the founding members, past president and honorary board member; Lindley F. Bothwell, past president and honorary board member; Ann Bothwell, GAZETTE editor; Louis Combs, also a founder, and Bill Harrah, both past National Directors. The following Regional Group Presidents: Jess Guy, Wichita; Stanford Block, Kansas City; Carroll Vail, St. Louis; Samuel Hodgson, North Texas; William Stewart, Sooner, Oklahoma; Harold Hall, Central California.

Next came the women's part of the program in which Mrs. Lindley Bothwell and Mrs. Stanford Block conducted a style review of all the ladies present in their costumes. The gals were really luscious, in their costumes. The auditorium was then cleared for dancing.

Saturday morning was clear and rather warm. People began arriving in town early for the big parade. By parade time it was estimated there were over 30000 people lining the streets

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O. O. Ediger of Wichita, Kansas, in his 1902 Oldsmobile. *Binkley photo*

Judd Thierolf in his dad's 1908 Brush, receiving race instructions from Harvey Stockton, who did a masterful job of handling the events. *Binkley photo*

Mr. and Mrs. Vern Maupin of Hutchison, Kansas, in their 1909 Buick. *Binkley photo*

anxiously waiting to see our old cars. Many of the people drove their cars downtown on Friday night and left them there so they could get the jump on their neighbors.

The procession was led by several fine high school bands from Beloit and neighboring towns. The lead car was a beautiful two-thirds size replica of a 1903 curved dash Oldsmobile, owned by Dave Whitehead of Fort Worth, Texas. Dave built this car completely in his own shop and it is a marvelous job. It is accurate even to the transmission built on a 2/3 scale.

In the parade were show pieces owned by members from California, Missouri, Nevada, Nebraska, Texas, Oklahoma, Iowa, Colorado, Illinois and fifteen cities in Kansas. The assembled crowd got a big thrill out of the procession of beautifully restored old cars. Children along the way kept the drivers busy with "Honk your horn!" Very appropriately bringing up the rear was a genuine old time caliope.

After the parade, the old cars were placed on display in the center of town while H.C.C. members enjoyed a delicious barbecue in the park. Further entertainment was provided when Ted Hass got some of the members to participate in his "Hello There" radio show.

The big event of the afternoon for the people of Beloit was the judging of costumes and beards of local residents with H.C.C. members serving as judges.

Entertainment Saturday night consisted of not one, but TWO dances--one with Dick Jergens' orchestra that was very popular with the younger set and the other an outdoor square dance.

Sunday morning was thoughtfully left open for members to sleep in, go to church, or possibly tinker with a balky carburetor.

Rain had been predicted for Sunday and at eleven o'clock it was raining steadily. This was discouraging to the local committee people, as the public had been invited to watch the events in the afternoon. Bob Thierolf was a little downcast but kept smiling and said, "It just CAN'T rain this afternoon."

At one o'clock, just as it was decided to call off the program, word was received that there were 4000 people at the fairgrounds, and more coming. Such loyalty and enthusiasm could not be denied and the program of events went on as planned. The weather cooperated beautifully, and only a few drops came down while the balloon races, spear the ring and a series of short races were run to the great delight of the

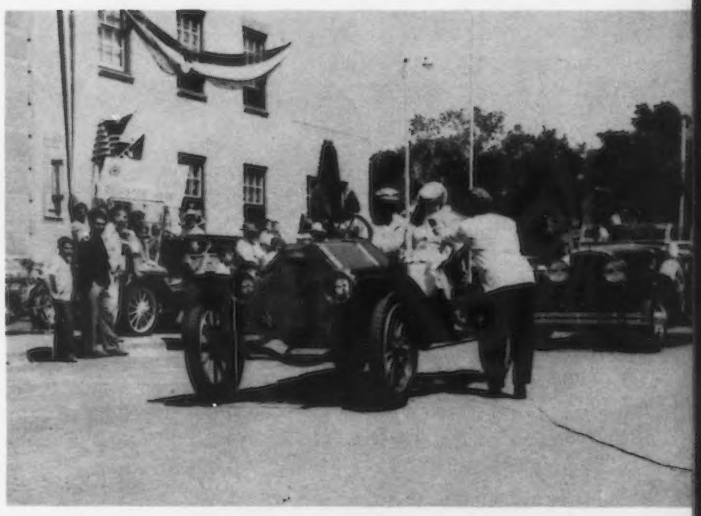
crowd and H.C.C. members as well.

The events were a lot of fun, especially the difficulties of some of the contestants. Walter Merigan of Boulder Creek, Colorado, had a balloon that kept getting away; George Fuchs of Affton, Missouri, got the Biggest balloon obtainable to blow up. The big surprise of the afternoon came in the four-cylinder race, when Bud Catlett of Sacramento, California, in his 1910 Stearns, nosed out Sam Arnholz's H.C.S. speedster and a Stutz roadster to win the four cylinder event. Sam's H.C.S., I.H.C. surrey and two cylinder Maxwell were the outstanding restorations of the meet.

The three-day program was brought to a close Sunday night with a banquet and farewell program in the Municipal Building to award prizes and give acknowledgements to the many who worked and contributed to the success of the first annual H.C.C. National Midwest Tour.

The whole idea sprang originally from the dream of one man. Bob Thierolf had the vision and convinced the city of Beloit it could be done and that they should have the honor of inaugurating and sponsoring the first Midwest Tour. Bob has been an ardent H.C.C. member for a long time and with the backing of the Wichita and Kansas City regional groups an invitation was extended by the Beloit Chamber of Commerce to National Headquarters last year. The invitation was accepted and planning began for the event which is to be a yearly affair in different areas of the midwestern United States.

The Horseless Carriage Club is indebted to the city of Beloit, the Beloit Chamber of Commerce, the Kansas City regional Group under the direction of Stanford Block, President, and the Wichita Regional Group under the direction of Jess Guy, President. A very special thank you is due Mrs. Ila Thierolf and the ladies who helped with decorations.



Dr. and Mrs. Starr Ramey of St.Louis being interviewed during parade in their 1910 Overland. KIDC Kansas photo

John and Mrs. Hardie of Kansas City in their 1908 Buick. Binkley photo

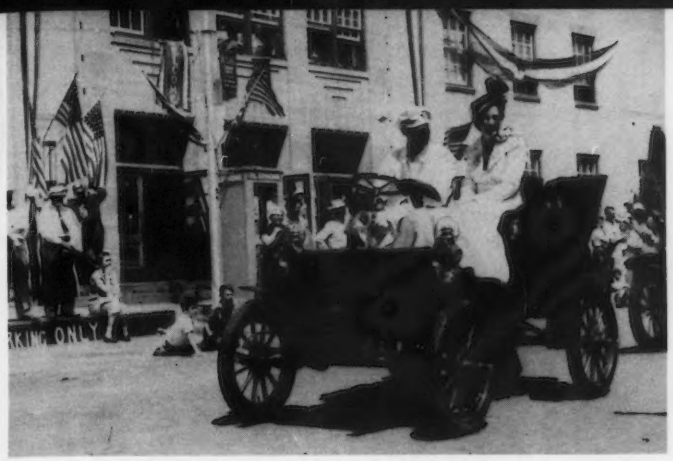
M. M. Bailey in his 1930 Willys Knight.

continued next page

Braving the afternoon dampness are some of the judges for the three-day event. L to R: Bill Harrah, Bill Stewart, National President Harry B. Johnson, Bob Thierolf (sans whiskers), Floyd Clymer, Herman Bear and Maynard Buchanan. Binkley photo

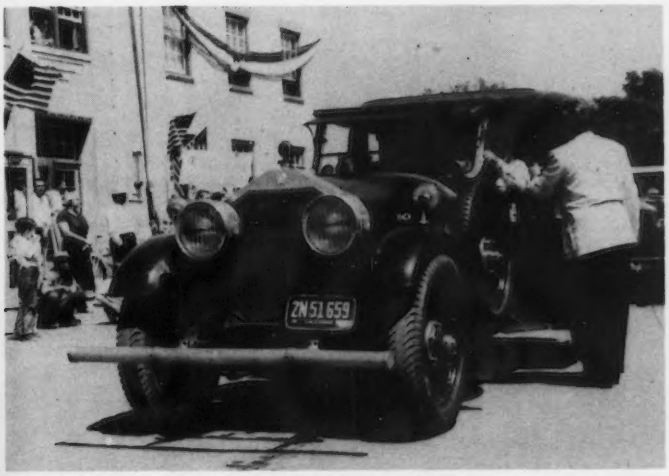
Above: Mrs. Dave Whitehead of Fort Worth, Texas, and Liston Zander of San Antonio, in his 1906 Waltham. Binkley photo

Left: George Fuchs of St. Louis, seated in his 1903 St. Louis car. Binkley photo

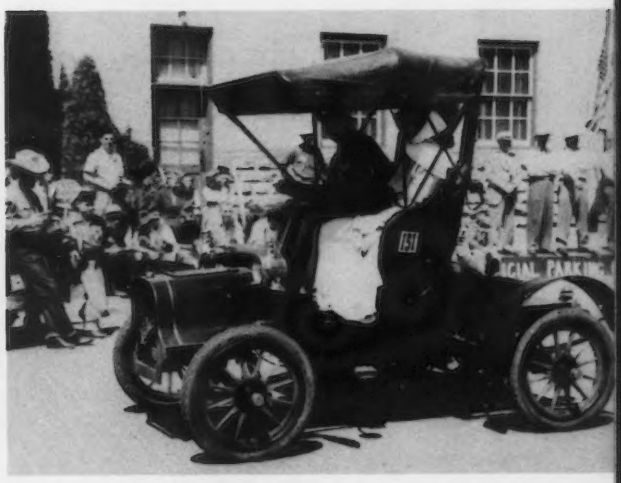


Ray and Mrs. Dougherty from Longmont, Colorado, in their 1903 Cadillac. KIDC Kansas photo

Herb Ottoway from Wichita in his REO. Binkley photo



Mr. and Mrs. Nelson Holmwood, who drove their 1923 McFarlan from Newport Beach, California. KIDC Kansas photo



The Tom Varneys from Broken Bow, Nebraska, in their 1906 Cadillac. KIDC Kansas photo

Harold and Mrs. Hall from Fresno, California, in their REO. He is director of the Fresno Group. KIDC Kansas photo

Mr. and Mrs. J.P. Morgan from Dallas, Texas, and their 1918 Ford. KIDC Kansas photo

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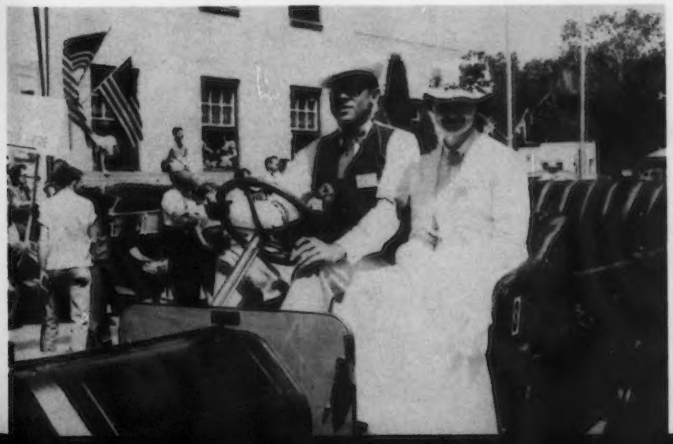
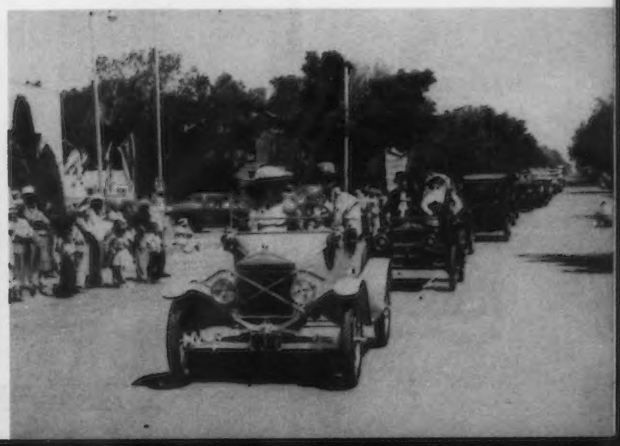
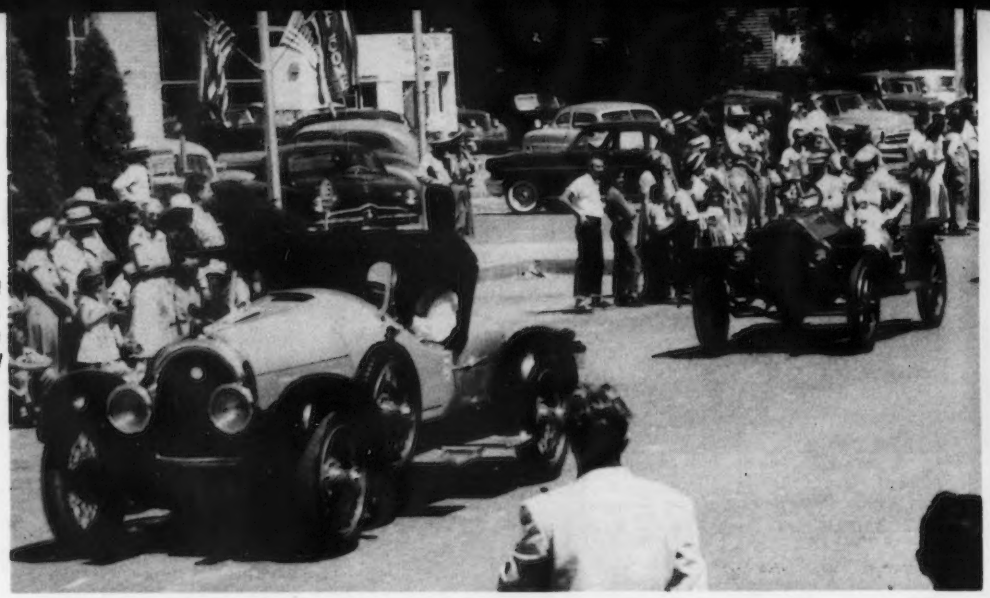
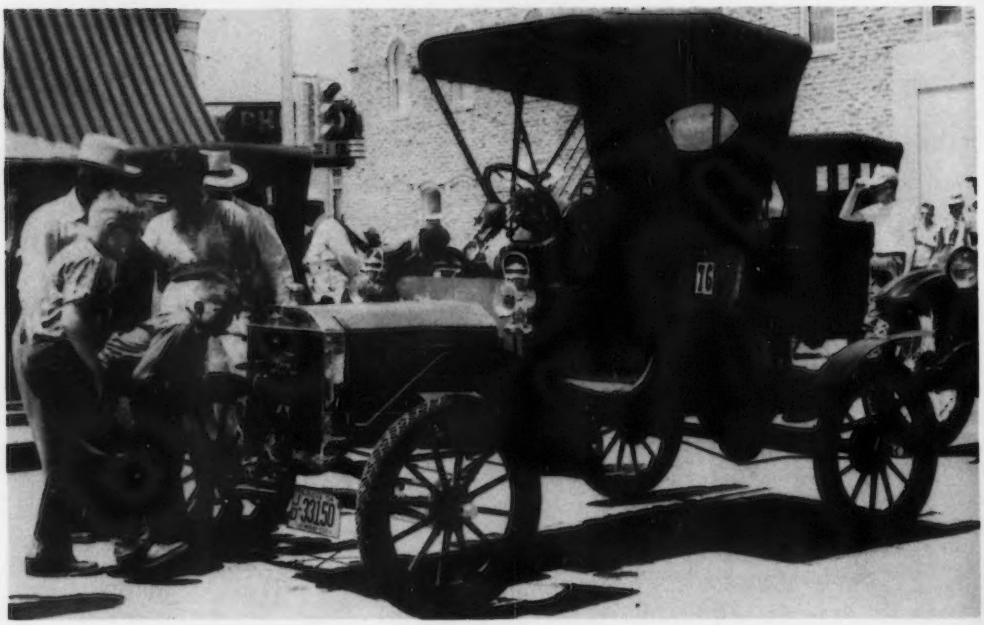




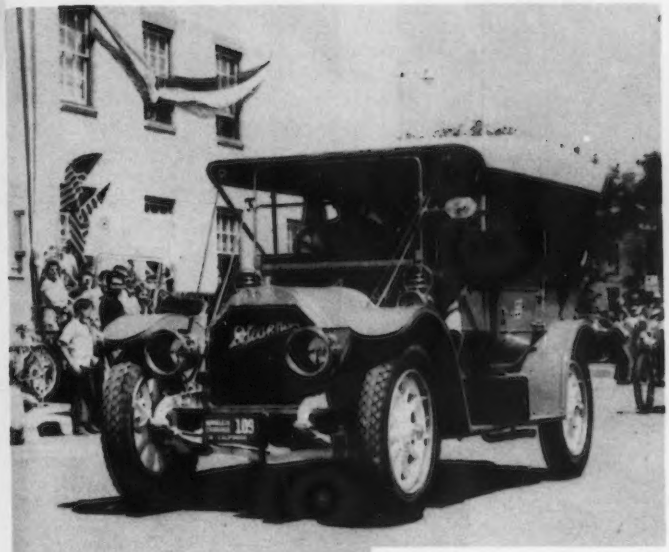


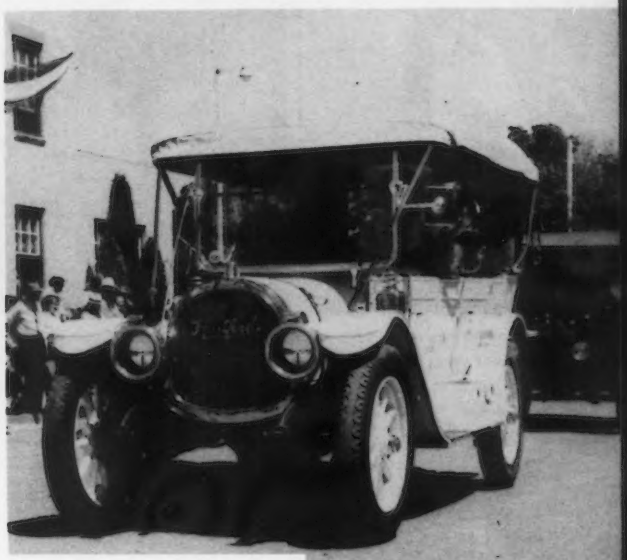
Art Hall of Long Beach, California, in Bob Thierolf's 1919 Kissel "Gold Bug."
Binkley photo



1906 Ford owned by Cuba Chaney, Mission, Kansas. Spectator interest is typical of meet.
KIDC Kansas photo

1914 Ford registered by George O. Boellert of Omaha, Nebraska.
KIDC Kansas photo





Ed and Bernice Catlett in their 1910 Stearns, drove all the way from Sacramento, California. Bill and Scherry Harrah drove from Reno, Nevada, in their 1910 Pope Hartford; highlight of Sunday afternoon's events was a "drag race" between these two beauties. The Stearns won! KIDC Kansas photos.

The ROARING TWENTIES

Above: Stan Block's Pierce-Arrow coupe, driven to the meet by Bill Bauman; right upper, Dr. and Mrs. Ross Melgaard with their 1923 Dort. They took first prize for having the most trouble, but they had fun, too. Right, Carroll and Berry Vail from St. Louis, and their Rolls Royce roadster. Carroll is Director of the St. Louis region.

continued next page

Speaker of the evening, Tom Collins, at the rostrom. Interested listeners on the platform, L to R: Del Alphin, Mayor Thierolf, Mr.Collins, Tweed Ross, Harry Johnson, Herman Bear, Jess Guy. KIDC Kansas photo.

INTERVIEW TIME. Scherry Harrah grants interview during Saturday's barbecue. Binkley photo

ALL ROADS LED TO BELOIT

by Ann Bothwell

From California, Nevada, Colorado, Texas, Oklahoma, Nebraska, Missouri, Iowa, Illinois, and from all points within the state of Kansas, HCC'ers had a common destination on May 21st... Beloit, wherein the first National Midwestern Tour was to take place. Each area's members banded together to come in a group. Kansas City, Missouri, (co-host with the Wichita, Kansas Group) entertained members leaving from that point, with a dinner on Wednesday night... Approximately fifty-two persons attended..... Thursday morning, a police-escorted parade through Kansas City, then eastbound over the state line into Kansas.....luncheon stop at St. Mary's, and an overnight stop at Clay Center, where the Chamber of Commerce did itself proud. .....met the group at the town's main intersection and directed us to suitable lodging for the night.... the Country Club had a chicken dinner for us, and the following morning breakfast was on the Chamber of Commerce.....Kansas hospitality was getting more evident by the minute....Minor breakdowns enroute.....Dr. Ross Melgard had nothing but trouble.... had our own version of "Cheaper by the (5/12 of a) Dozen." ....The Jasper Wiggelsworths and FIVE children,

The radio and television networks were with us all the way. Lindley and Ann Bothwell are interviewed upon arriving in Beloit. Binkley photo

in a 1922 Pierce Arrow.....Beloit welcomed the K.C. Group around noon.....many others already in town, and excitement was felt in the air.... registration at the Municipal Building.....well organized..... kits given to each participant containing everything from Chamber of Commerce material to bottle openers, cigarettes, matches, soap, pencils, and very attractive identification badges... even an emery board to file the ragged edges of chewed nails....virtually every store in town was decorated with merchandise of the old days, in the product they were selling today; .....every window had a "Welcome HCC" sign..... every native had a cheerful greeting for every visitor...by afternoon we were bowled over with the warmth of their friendliness..... first night's banquet had our eyes bulging.. never saw such a variety of food, not to mention quantity...fresh shrimp was in abundance, AND IN KANSAS!..... program by Tom Collins delightful....every member dressed in appropriate costume.... the gals did themselves proud, particularly the ones for whom this was a first HCC event..... the Distaffers who wore clothes of the 1920's should have been awarded Purple Hearts for Bravery..... for being such good

sports, inasmuch as clothes of that period were pretty grim..... Parade on Saturday truly spectacular..... barbecue luncheon not only proved Beloit's continued hospitality, but left no doubt concerning the excellent cooks in town... ...Events held for townspeople.... men had been growing beards since January for this affair... fashion show for local men and women judged by HCC'ers..... Stan Block, Prexy of Kansas City group, spent afternoon riding the merry-go-round!.....out to Bob Thierolf's farm to admire his great collection of cars..... some of our people had dinner at his Gilbert Station cafe.. ....steaks sent from Heaven, and boiled lobster which made seacoast residents wonder how come Kansas can do such wonderful things to seafood.

Lots of 'multiple members'....those hardy and generous souls who not only brought a car for themselves, but provided a car or cars for others to have fun with, such as Sam Arnholz of Wichita, Kansas, with three (and he walked off with all kinds of prizes), Max Fuller of Salina, Kansas, brought six; Del Alphin, of Beloit, provided two cars; Arthur Rippey, of Denver, brought two; V. W. Maupin of Hutchinson, Kansas, had three; Vern Peatling of Salina, three; Stan Block of Kansas City provided three (the comfort and luxury of his P-1 Rolls Royce was tops); and Bob Thierolf provided every member who came without an antique vehicle, something from his collection to drive in the parade.. just another Thierolf gesture. Kansas City and Wichita jointly presented to Bob and Ila a beautiful electric clock, duly inscribed, as a token of appreciation for their long months of preparation and planning for this event... couldn't have been given to two grander people. ....also the two groups presented a placque to the Beloit Chamber of Commerce, without whose outstanding cooperation the millions of details could not have been executed.

Sunday's events, final dinner, and awards topped off the meet.... everyone had run out of adjectives to describe their feelings. What can be said when service stations won't accept payment for fixing flats, changing tires, etc? Or when perfect strangers take you in as if they'd always known you? Or when the City makes us feel that we've done them a big favor by coming, instead of us being grateful to them? Or when the mayor of the town, Carl Thierolf, joins in the festivities and grows a beard along with the rest of the boys. All we can say is that we had always known America had a heart, and we found it in the City of Beloit.

Ed. Note: Nothing would have pleased us more than to have been able to show a picture of every member present and to list his name, but because of the great number involved, it was impossible to keep an absolutely accurate list. If we have made any errors in names of people or dates of cars, we'll stand corrected. The photographers had a tremendous job and we are grateful for their excellent coverage.

Able, humorous master of ceremonies, Tweed Ross. KIDC Kansas photo.

Below: Mrs. Stanford Block, Stan, the Tom Collins', Mrs. Herman Bear, Herman Bear, Mrs. Harry Johnson, Harry, Ila and Bob Thierolf, Mrs. Jess Guy and Jess (Director of Wichita Group), and Mrs. Carl Thierolf and the mayor. Binkley photo

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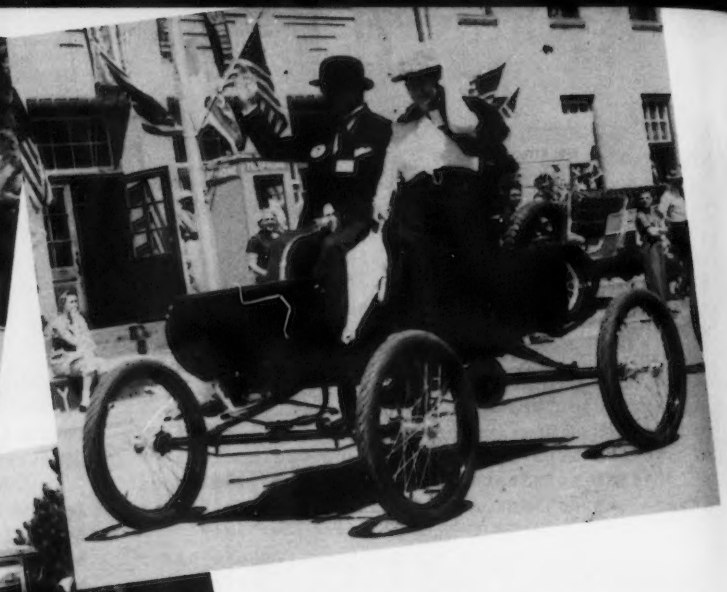
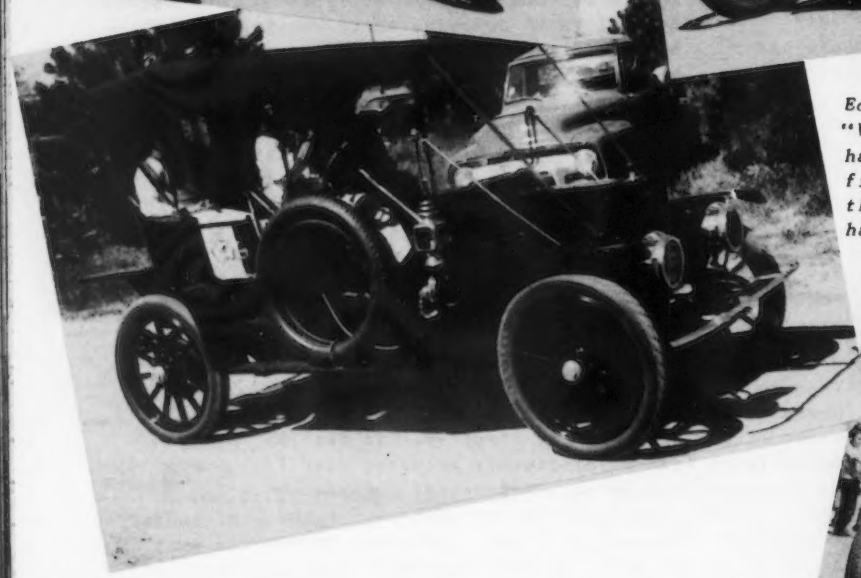
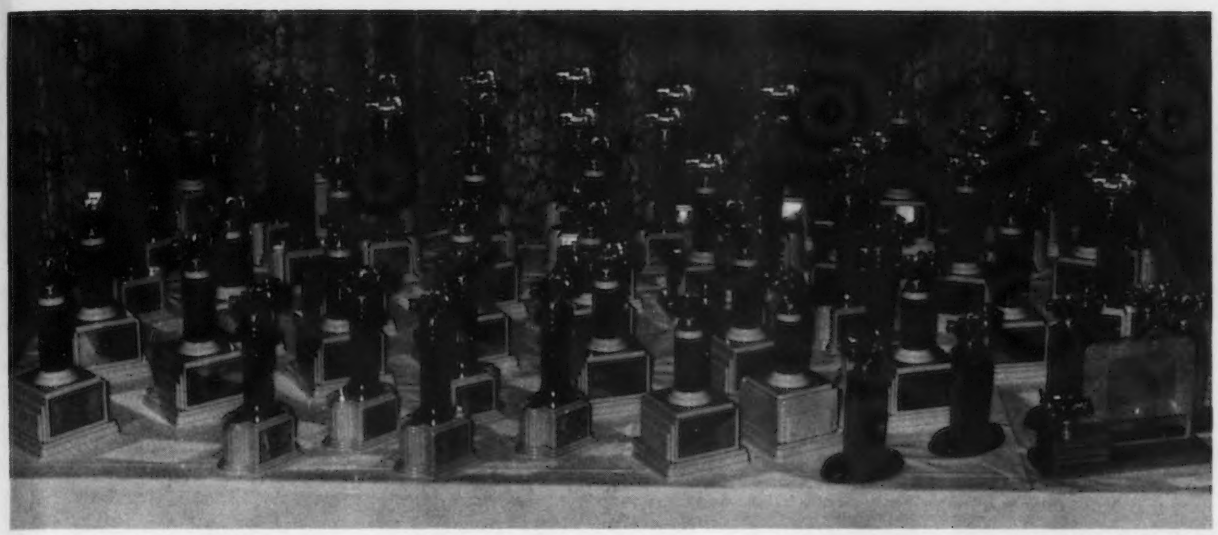




Ed. Note: This page should be entitled "We're Sorry"--sorry because we do not have identification to go with these fine cars. If the owners recognize themselves and let us know, we'll be happy to make amends in the next issue



The impressive array of trophies awarded.

While some of the trophies were purchased jointly by the Kansas City and Wichita Groups, all parties concerned are indebted to the following business firms who generously donated cups and/or merchandise:

ROUND CHAIN CO., Cleveland Ohio
ERVIN FIELD MOTOR CO., Kansas City
C. R. COFFEY CO., Kansas City
CARL BERRY OIL CO., Kansas City
CONSOLIDATED DELIVERIES INC., Tulsa, Oklahoma
MERCHANTS CONTRACT DELIVERIES, INC., Kansas City
SHIDLER MOTOR CO., Wichita
JOYLAND PARK, Wichita
CIVIC CENTER BOWL, Wichita
GOODYEAR TIRE & RUBBER CO., Wichita

COMMITTEES

for the National Club
Fred L. May--Robert Thierolf

for the Kansas City Regional Group

Stanford S. Block, *Pres.*
Charles Bishop
George James
Leonard Hunting
Walter Deitchman
Dr. Ross Melgaard
Carl Berry
Harvey Stockton

for the Wichita Regional Group

Jess Guy, *Pres.*
Bob Bitler
Mel Haines
Sam Arnholz
Francis Turley
Harold Ottaway
Bill Cain
Allen Masters

for the City of Beloit and the H.C.C.

Neil Fuller
Del Allphin
Ed Eresch

SPECIAL EVENTS AND AWARDS

CLASSIFICATION AND AWARDS FOR BEST CAR:

PRE 1908:
1. Francis Turley — 1907 Maxwell
2. O.O. Ediger — 1901 Oldsmobile
3. Ray Dougherty — 1903 Cadillac
4. Bobby Ruedy — 1905 Cadillac

HIGH WHEELER
1. Sam Arholz, — 1907 International
2. " — Holsman

1909-1913
1. Sam Arnholz — 1911 Maxwell
2. Bill Harrah — 1911 Pope Hartford
3. Ed Catlett — 1910 Stearns
4. George Dossett — 1913 Hudson

1914-1920
1. Sam Arnholz — H.C.S.
2. Hugh Gerner — 1920 Hudson
3. Sam Hodgson — 1920 Stutz
4. Stanford Block — 1917 Locomobile

1921-1929
1. Ross Melgard — 1923 Dort
2. Leonard Hunting — 1923 Moon
3. Stanford Block, — 1926 Pierce Arrow
4. Howard R. Carroll — 1925 Locomobile

1930 AND LATER
1. "
2. M.W. Bailey — 1930 Willys Knight
3. Harvey Stockton — 1933 Cadillac
4. Roy Lewis — 1930 Hupmobile

BRASS FORDS
1. E.B. McCormack — 1910 Ford Speedster
2. Bryan Kugel — 1914 Ford
3. Ray Jones — 1909 Ford
4. John Ruggieo — 1913 Ford

STEEL FORDS
1. Gene Fuller — 1917 Ford
2. Dale King — "
2. Donald Harper — 1923 Ford
4. Grant Gibson — 1927 Ford

CARS TRAVELING GREATEST DISTANCE BY OWN POWER:
PRE 1913
Ed Catlett, 1910 Stearns
from Sacramento, California

1914-1920
Sam Hodgson, 1920 Stutz
from Dallas, Texas

1921-1929
Nelson Holswood, 1923 McFarlan
from Newport Beach, California

MOST CARS AT THE MEET:
Bob Thierolf

CAR HAVING MOST MECHANICAL TROUBLE GETTING TO BELOIT:
Dr. Ross Melgaard, 1923 Dort

SPECIAL AWARDS:
Gerald Chance, for his 1909 Curtis motorcycle
Dave Whitehead, for his 2/3 scale model curved dash Oldsmobile.

EVENTS

CRANKING CONTEST
1. Lee Barber, 1923 Ford
2. Keith Chasteen, 1911 Ford
3. Harvey Stockton, 1917 Dodge
4. R.A. Sloan, 1911 Buick

BALLOON CONTEST
1. Ed Catlett, 1910 Stearns
2. John Ruggelo, 1913 Ford
3. Dodge, Car.No. 71*
4. REO, Car No. 73*

MODEL T CONTEST
1. Bryan Kugel, 1914
2. J.P. Morgan, 1918
3. Car No. 52*

SPECIAL CAR RACE
1. 1933 Cadillac, Harvey Stockton
2. 1929 Duesenberg, D.W. Maupin
3. 1918 Stutz, Sam Arnholz
4. Hudson*

TWO CYLINDER CAR RACE
1. Francis Turley, 1907 Maxwell
2. Sam Arnholz, 1911 Maxwell
3. Gerald Chance, 1907 International

ONE CYLINDER CAR RACE:
1. Car No. 13*
2. Ray Dougherty, 1903 Cadillac
3. George Fuchs, 1903 St. Louis
4. Don Boulton, 1903 Northern

FOUR CYLINDER CAR RACE
1. Ed Catlett, 1910 Stearns
2. Sam Arnholz, 1918 H.C.S.
3. Max Fuller, 1918 Dodge*

YOUNGEST CHILD DRIVER
1. Jim Guy, 8 years
2. Ken Keefer, 16 years
3. Bob Redman, 11 years

SPEAR THE RING
1. Walter Merigan*
2. (Tie between Car No. 179, and
3. Mr. Brenner)*

* *Indicates incomplete information. Not available. Sorry.*

DISTAFFERS LEND BEAUTY TO BELOIT

KIDC Kansas photos

Mrs. Harry Johnson, wife of President Harry B. Johnson.

Mrs. Francis Turley
Wichita, Kansas.

Mrs. William Harrah
of Reno, Nevada.

Mrs. Nelson Holmwood,
Newport Beach, Calif.

Mrs. J.P.Morgan and
daughter,of Dallas,
Texas.

Mrs.Ralph Cherry of
Long Beach, Calif.

Miss Ramey of St.
Louis, Missouri.

Jen Guy, Wichita,
Kansas.

We regret we do not have the names of the ladies pictured on this page, but we felt that their beautiful gowns were worthy of showing. As in the case of unidentifiable autos, we's be happy to name the ladies if they make themselves known.
KIDC Kansas photos

ON THE Distaff Side

conducted by Ann Bothwell

RENO DISTAFFERS ACTIVE

by Dorothy Volpi

The Ladies' Activity Group of the Nevada H.C.C. held its regular monthly meeting on May 18th at the home of Lucille Ring. The business session was called to order at 8:30 p.m. and following its adjournment refreshments were served by Emma Martin and Lucille Ring.

The ladies were very pleased with the business meeting which was held in place of a dinner meeting on May 11th. The June 8th business meeting will have as a committee Dorothy Volpi, Chairman; Anita Harbaugh, Donna Parke, Lois Boudwin, Irene Pew, Bob Ring, Wayne Martin, Pat Mooney, Sam DeBolt, and Bill Williams, who will serve refreshments.

Under new business it was discussed and decided that we have a picnic in lieu of our next regular business meeting. It will be held at 12:00 noon, June 15th at Virginia Lake, and the children are invited.

A group picnic tour was held May 16th going from Reno to Carson City, to Virginia City, and down to the Geiger Grade picnic grounds, with everyone who participated having a wonderful time. The Ladies Activity Group goes on record as requesting that everyone go on picnics and outings dressed for the cars.

If the ladies will even wear a duster and hat over regular clothing, and the men a motoring cap it will be sufficient. Just so we all look authentic to the onlookers.

Following the business session there was a swap meet, with members contributing a number of articles of clothing to swap or sell.

The following members were present: Norah Giroux, Barbara Howell, Van Jellison, Hazel Bradshaw, Lois Boudwin, Cora Showalter, Jeanette Bond, Donna Parke, Virginia Jenkins, Shirley Pilkerton, Irene Pew, Jenny Monaghan, Vi Mooney, Gladys Smart, Mamie Cooper, Marge Boehme, Jean Small, Elizabeth Miller, Nina States, Lucille Ring, Emma Martin, Dorothy Volpi, and Lucille Ring's guest, Virginia Goupil.

KERN COUNTY FASHION SHOW *by Lil Rea*

A turn of the century fashion show, given recently by the Horseless Carriage Club girls of Bakersfield for the Business and Professional Women's Club at Arvin, was a tremendous success.

A capacity crowd gathered to see costumes as new as 1918. They included afternoon, formal and sportswear, riding habits, night clothes and bathing suits. Each girl showed two changes. The fabrics ranged from duster linen and imported batiste to slipper satin, serge, lace and net.

Mrs. M.L. Hotten of Arvin was narrator, and Edna Schach of Bakersfield was accompanist.

The Bakersfield models were the Mesdames Bill Destefani, Frank Reed, Neal Kemble, Arleigh Glass, Lon Hickerson, Carl Rutledge, Edwin Haney, Tom Tierney, George Olerich, Jim Hirons, Bill Rea and Roy Anderson. Guest models included: Maxine Kirschenmann, Alice Legari and Jewel Olson.

This small fashion show has done so much for the gals--- it is the first affair that has given them an opportunity to work together. It is hoped that it will be the beginning of some pleasant activities.

Ed.Note: This type of event has proved successful in a number of regional groups. It not only provides an excellent medium for getting the distaff members together, but it affords much pleasure to the spectators.

L to R: Mrs. Neal Kemble, Mrs. Jewel Destefani and Mrs. Edwin Haney.

CORONA FIELD MEET

by John Gillespie

On a warm spring Sunday in May, May 30th, to be exact, the Horseless Carriage Club regional group of Southern California met in the colorful city of Corona, California, for a field meet and parade.

Corona is located in Orange County, California, about forty miles southeast of downtown Los Angeles. Known as the "Circle City" it is so named because it has as one of its principal streets a perfect three mile circular roadway with the main intersection forming the center or "hub." It was on this circular street in 1913 that the now famous "Corona Road Races" were born. The race course is preserved to this day, except that it is now a broad paved avenue and very little vacant property remains around the raceway.

The local Chamber of Commerce celebrates the running of the road races each Memorial Day and hence the request for our old autos to parade and take part in their commemoration ceremonies.

Our hosts supplied the participants with box lunches (a much larger crowd than expected disappointed a few on this score). After a parade of the circular race track by marching hands, horses, and over sixty antique automobiles, we gathered near the side of the original starting line to hold our field meet.

continued on page 49

The Don Colees, Walter Fifes, Don Burns, Mrs. Farnsworth and Earl Farnsworth.

Ross and Edna Wheat, Waltz Contest winners.

Charter Member Hutton's "Silent Ford."

Len Roos' 1907 Cadillac.

Lilly Freer, winner of the teeter totter contest with winning 1914 Ford.

Willis Hix in his Overland roadster, leading the parade lineup.

YAKIMA VALLEY TOUR

by Donald Holthaus

History has been made in the annals of the H.C.C. Regional Group.in Yakima, Washington. The first tour, and what is hoped to be an annual affair, was held on May 2nd, when the Club sputtered their way to historic Fort Simcoe, a distance of forty miles.

Everyone met at the General Petroleum Station at 10:00 a.m. A large group of well wishers and curiosity seekers was on hand to see us off. President Fred Gilchrist and Secretary George Whiteman have worked ceaselessly in publicizing the club and its activities; therefore a major interest in antiques and ancient autos has taken the Yakima Valley by storm. The trek began amid cheers of applause that surrounded the glistening, gleaming cars moving on to the open road.

We were all agreeing on what good time we were making--- "with no mechanical difficulties at all." But, as you may have guessed, we spoke too soon. When we stopped at Harrah, (about mid point), Ed Pranger tried to tighten his water pump---you guessed it---he broke it. This minor incident was the only car trouble that tried to spoil a perfect day.

When we reached Fort Simcoe at about 1:00 p.m. everyone was famished. An inviting picnic lunch soon was enjoyed by all of us. The afternoon was spent in contests and showing of the autos. Nearly 1000 people inspected, interrogated and investigated even the finest detail of each and every entry.

Right: H. N. Sheppard cranking his E.M.F.

Mrs.Al Schwank in front of Al's 1903 Franklin.

Below: The crowd inspecting the cars at Fort Simcoe.

First on the agenda was a balloon-busting contest--- an event enjoyed especially by the younger spectators. This relay was followed by a slow speed race and a crank race, all three of which were won by Ben Shandraw from Tacoma, Washington in his 1925 Rolls Royce. Naturally, each contest was both preceded and proceeded by much explanation and advice as to the restoration, preservation and upkeep of each antique model. Awards were as follows:

BEST RESTORED CAR:	
1911 Franklin	Steve Voller
OLDEST CAR MAKING TOUR	
1903 Franklin	Al Schwank
BEST ORIGINAL FORD:	
1922 Ford	Al Poeffel
BEST BRASS FORD:	
1915 Ford	Fred Gilchrist
BEST ORIGINAL CAR:	
1910 E.M.F.	H. N. Sheppard
BEST CLASSIC:	
1922 Rolls Royce	Ben Shandrow
BEST BLACK FORD:	
1922 Ford	George Whiteman
BEST CAR OVER $5000 ORIGINAL COST:	
1919 Pierce Arrow	H. N. Sheppard
BEST CAR UNDER $5000 ORIGINAL COST:	
1912 Cadillac	Fred Gilchrist
OLDEST CAR:	
1900 Tri Moto	Ed Pranger
BEST DRESSED WOMAN	Mrs. Al Schwank
BEST DRESSED MAN:	Bud Holthaus

Those participating in the event were:

1903 Franklin	Al Schwank
1910 E.M.F.	H. N. Sheppard
1911 Franklin	Steve Voller
1912 Cadillac	Fred N. Gilchrist
1915 Ford	Clarence Metlock
1915 Ford	Fred N. Gilchrist
1922 Ford	Ed Pranger
1922 Ford	Bob Poeffel
1922 Ford	Fred Lilienthal
1925 Rolls Royce	Ben Shandrow
1919 Pierce Arrow	H. N. Sheppard
1915 Dodge	Bill Wyman
1924 Ford	George Whiteman
1900 Tri Moto	Ed Pranger
1925 Ford	Elwood Miller
1926 Paige	Tom Griffith
1930 Cadillac	Jim Miller
1925 Pierce Arrow	Bob Sother

The Yakima Chapter of the H. C. C. holds its meeting on the 3rd Friday of the month, at 8:00 p.m. at Sheppards Drive-In Camera Shop.

continued from page 47

The events consisted of one and two cylinder car races, a coasting contest, team obstacle race (try carrying an inflated balloon between two "plumber's friends" over a winding course, when the driver of each car must both handle the steering of the car and one of the "friends," balancing an auto (this on a teeter-totter), and a cranking race.

Upwards of 20,000 people witnessed this parade and events. (Chamber of Commerce figures)

In the evening the H.C.C. members were guests of the local merchants at a barbecue dinner in the local park; 220 dinners were served to our group, giving an idea of our turnout to this event.

A number of the members remained in Corona over Sunday night as guests of the Chamber of Commerce. The rest of us found our various ways home. It was a strenuous day, but a very enjoyable one.

Bernard Rademacher's 1904 Studebaker.

Bill Mitchell's 1914 Ford.

Earl Farnsorth in a Ford T speedster.

PITTSBURGH LAUNCHES INITIAL MEET

photos by Carl C. Datz

IN THE GOOD OLD DAYS

The oldest car present, a 1905 REO driven by Gene Connelly.

The new Pittsburgh Region of the Horseless Carriage Club has passed over another hurdle--- we conducted our first outdoor meet; and from all indications, it was a howling success.

Fifty-three old cars chugged to Bob Chambers' vast acreage near Monroeville on Sunday, May 23rd, for a family picnic. Of course, the picnic part was enjoyed by all, but seeing the cars, shop-talking with the owners, and participating in the events were the main attractions. The multitude of spectators who milled around the area were amazed and came up with the usual questions of "Where do you fellows find these cars," "Where do you find parts for them, and "How do you keep them looking and running so well?"

Ribbons were awarded in the various classifications and for the events that were held. Prizes were also awarded for the best costumes and authentic attire which was exceedingly difficult because a great number of the members went all-out to dress in the era of their cars.

Our only regret was the absence of several members' cars which are still in the midst of restoration; however, this will give us more to look forward to in the meets to come at which time these fine veterans will be on the road.

It might be suggested to Gene Connelly to install power seats in the Thomas Flyabout so that wife Betty can more easily reach the pedals. She was seen standing up to shift the gears. Gene had his troubles also. His dog refused to ride in the 1905 REO. Each time the car would move forward, "Flippy" would jump out.

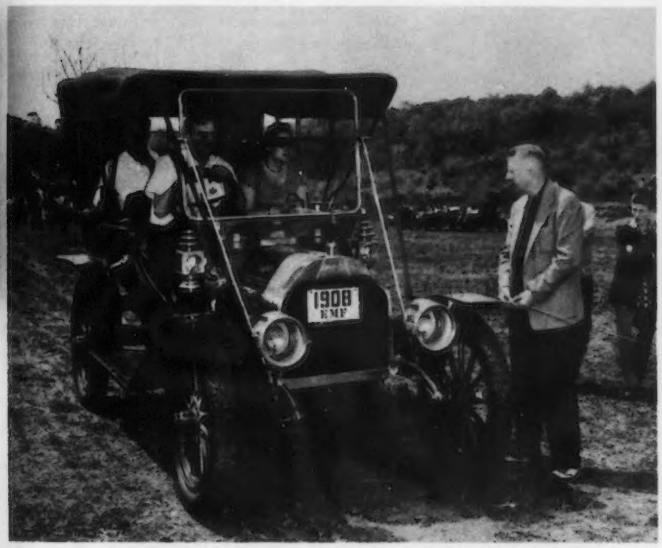
The member coming the longest distance was Sam Collins in his 1914 Ford T which performed like a charm over the mountains from Ohiopyle. When Sam restores them they are sure to be dependable.

Chuck Auckerman figured his family wasn't large enough for the concourse d'elegance so he borrowed or kidnapped two others to make it a group of eight in his 1913 Ford T as he made the trip around the track.

It was a rare sight indeed to see Boyd Peer ride his high-wheeled bicycle about the grounds, but it was a rarer treat to see him mount and dismount. This is a feat which really requires agility but no license.

All in all, we feel that we had a wonderful meet and expect to have our summer meet within the next few months.

continued next page

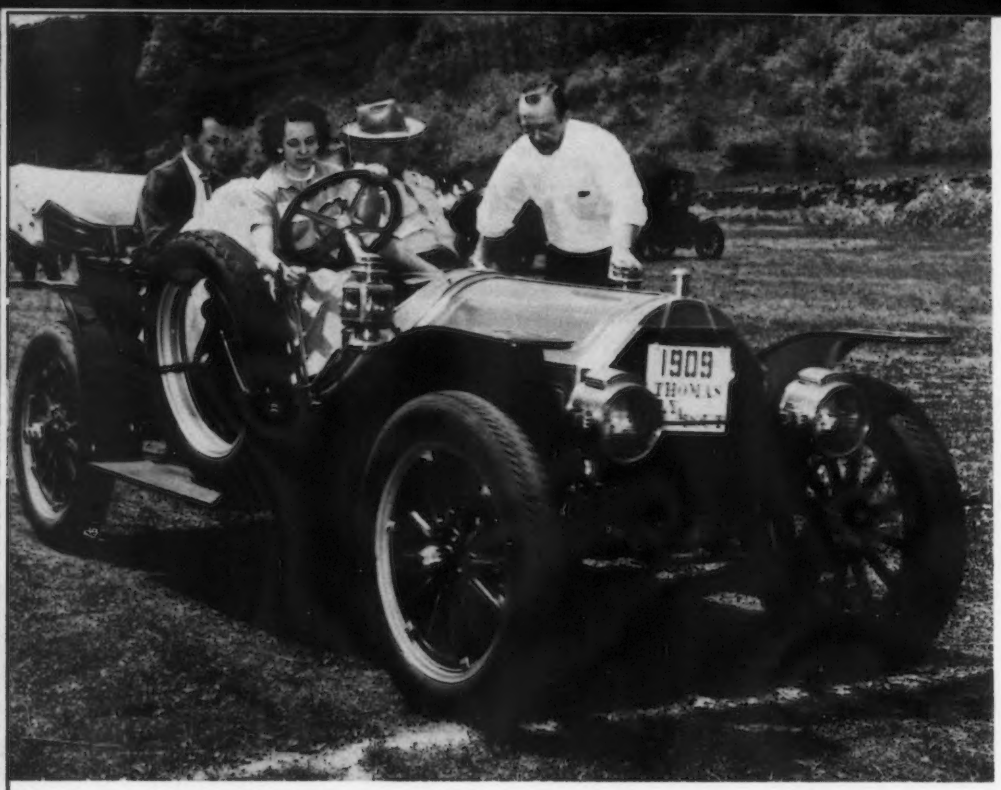


Tom Bogovich being taped near the finish line of the coasting contest.

Fred McKenrick relaxing in his 1923 Ford T speedster.

A very wonderful restoration, a 1929 Duesenberg speedster owned by William S. McKelvy.

The prize winning family group! Charles and Vivian Auckerman and children.



Betty Connelly at the starting line in a 1909 Thomas.

RESTORATION AWARDS

PRE-1910 CLASS:

Gene Connelly, 1st	1905 REO
Mrs. Betty Connelly, 2nd	1909 Thomas
George French, 3rd	1907 Buick

1910-1920 CLASS

R.M. Chambers, 1st	1914 Oldsmobile
Charles Alcorn, 2nd	1912 Ford Torpedo
Charles Auckerman, 3rd	1913 Ford touring

1920-1930 CLASS

J.A. Walton, 1st	1921 Marmon
W.S. McKelvy, 2nd	1929 Duesenberg
Robert Burnsides, 3rd	1923 Auburn

POST 1930 CLASS

J.A. Chambers, 1st	1938 Packard
J.L. Hammitt, 2nd	1937 Packard
W.S. Snell, 3rd	1941 Cadillac

COSTUME PRIZES

BEST COUPLES (Haller Award)	Mr. and Mrs. Ernest Shank
	Mr. and Mrs. Harry McCann
(George French Annual Trophy)	Thelma Kline and George Bergman
BEST DRESSED GENTLEMAN (Haller Award)	Boyd Peer
BEST FAMILY GROUP (Haller Award)	Mr. and Mrs. Chas. Auckerman

Believe it or not, the beard is real: George French and 1907 Buick, winner of the coasting contest.

SERVICE DIRECTORY

Horseless Carriage Club Members are encouraged to bring this page to the attention of those whose products or services will be of assistance to the readers of the Horseless Carriage GAZETTE. Rates are $6.00 per column inch, per insertion. Copy should be directed to Mr. J.J. O'Connor, Advertising Manager, HCC GAZETTE, 215 North Larchmont Blvd., Los Angeles 4, Calif.

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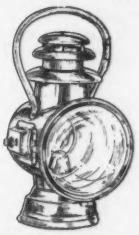

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CLARITY WOULD HELP!

As a help in speeding the preparation of the GAZETTE, I would like to again ask all members to be CLEAR in the writing of their information on classified ads.

I receive many ads for inclusion in the GAZETTE which merely list some items--- with no indication whether they are for sale, wanted or swaps. The name of the sender or his address is frequently impossible to decipher. (Imagine this, a member jeopardizing his OWN request for parts or the possible sale of his car). Other members merely say, "Repeat my ad as it appeared in the last issue," and then sign their name. I am then forced to search through hundreds of ads in a GAZETTE in order to find the one referred to. If this operation is repeated many times, the rest of the club suffers by having a late magazine.

Your cooperation will enable me to produce your publication at a great saving of time.

ALBERT J. DUNKEL, H.C.C. GAZETTE PRODUCTION

NATIONAL COMMENTS (continued)

original. Wheel sizes may be changed where the original tire size is unobtainable; aluminum pistons where cast iron are not available-- and the original cannot be resized. Sometimes it is necessary to add a carburetor heater because modern gasoline is heavier and requires more heat to vaporize it than old time gasoline. Bearings, valves and gears wear out and must be replaced. A modern coil may be concealed in an original coil box. Tungsten points may be "sweated" on to replace worn-out platinum points. In all cases of substitution, adhere to the original specifications and save the original parts.

I do not wish to be set up as an authority on what is proper in all cases, but rather to direct the thinking of the members back to the aims and dedication of our club--- to preserve and maintain historic motor vehicles and to serve as an accurate and technical source of information.

Members' comments are invited and will be appreciated.

ACETYLENE ALLEY (continued)

CARBURETOR FLOATS

Cork floats in the carburetor become soaked with gasoline after long periods of use. A gasoline-soaked float will ride low in the bowl and seriously affect the gasoline level in the carburetor. To remedy this condition, remove the cork float and let it dry until the gasoline evaporates. If time is pressing take the cork out into the open and ignite it with a match. Let the gasoline burn off, blowing out the flame just before the cork chars. Apply two coats of shellac and the float will be as good as new.

THE HORSELESS CARRIAGE CLUB

GAZETTE

CLASSIFIED ADVERTISING RATES

FOR MEMBERS: Free of charge for five lines. Additional lines, 20¢ per line. Photo printed with ad for $3 additional.

FOR NON MEMBERS: The rate is 20¢ per line and $4 if photo is used.

DISPLAY AD RATES ON REQUEST

Please be sure to either print or write all information on ads carefully and clearly; and when sending photos for publication anywhere in this magazine, please write all material as near to center of back of photo as possible. This will aid us in trimming photos.

Ads appearing in the next GAZETTE must be in the Club's office by AUGUST 15. Please try to be prompt, and write all information CLEARLY.

THE CLASSIFIED AD SECTION IS LIMITED TO THE EXCHANGE OF NON-COMMERCIAL ITEMS OR SERVICES; THE ADVERTISING OF COMMERCIAL ITEMS OR SERVICES BY INDIVIDUALS OR COMPANIES SHALL BE IN THE SERVICE DIRECTORY OR BY DISPLAY SPACE ADVERTISING.

For Sale

1929 Duesenberg 4-pass. Victoria, Rollston body. Leo Swan, 1900 Dalton Road, Palos Verdes, Calif.

Two 35 x 5 tires (in L.A.). Two 5.50 x 19 tires and tubes. Robert Bosch and Simms four cylinder high tension. Motometers. Luggage carriers, presto tanks, (Bs), set Jordan hub caps and same for Stutz (all wire wheel caps). Pair 12 inch drum headlights, assortment of antiquated headlight lenses. Body bow clamps. Kissel-Kar combination dash switch. Runningboard scuff plates(new). Aluminum with rubber centers, nice). Marshall Wilson, Box 809, Ardmore, Oklahoma.

Amilcar motor, clutch and transmission; timing gears gone, otherwise O.K. 1922 Ford T. Body is hopeless. Mechanically complete. Make offer. J. A. Hanley, 22 Garden City Road, Noroton, Conn.

Rare 1909 Buick 4 touring. All original. Tires new. Brass perfect. 1922 Ford T roadster, all original including top, side curtains and floor mats. 1941 Cadillac 62 convertible. Everything new except paint, leather and top. Cash or trade for sports car of equal value. Fred Elstrod, RR 3, Syracuse, Indiana.

1923 Renault 7-pass. touring, 150 inch wheelbase. Body is sound but weathered. 11,000 miles. $450. Photo in Winter 1953 GAZETTE classified. W.W. Norton, 2827 Woolsey, Berkeley 5, Calif.

Rambler radiator, circa 1911. $35. Fiat radiator with brass shell. Date unknown but old. $35. Send 20¢ for photo and blueprint of the one you are looking for. George D. Coolidge, 2363 Birch Street, Palo Alto, California.

Stutz Blackhawk 1929 coupe, 6 cyl. Single O.H.C. Extra car for parts. A.L. Frankel, 7425½ South Sepulveda, Los Angeles 45, California.

Two new rear Ford T 1915 fenders. Two rear 1912 fenders. Two new 1912 front fenders. New Ford T brass radiator. Caccia's Garage, P.O. Box 457, Morro Bay, California.

Two 28 in. wheels, rims, and 37 x 4½ tires. Good condition. One 1913 Cadillac headlight. One 1913 Cadillac side light. Make offer. D.L. Grunewald, Box 284, Tekoa, Washington.

1918 Crow-Elkhart touring. Semi-restoration job consisting of new paint, top, etc. Former dealer's demonstrator. Original upholstery, in very good shape; same with floor mat. Radiator shell emblem missing. Good tires. Engine is overhead valve 4 cyl. My new job traveling on road does not allow me enough time to keep up both of my cars, so am forced to sell one. No snapshots of car at present, but will have some shortly and will send one to interested parties at my cost. I know of only six other Crow-Elkharts in the country, so this would be a rare gem for some one to own. My price on the car is $850. Write, or call Stan Tull, Jr., 4716 Vincent Avenue So. Minneapolis 10, Minnesota.

Have good stock of Ford T parts. Many tours are in preparation now and club events, and these tours, are carrying us over many miles of highways. If your car doesn't need anything, do you need a few extra parts to carry along "just in case?" A new coil would cost you $2.50, and a couple of plugs only 50¢ each. An extra fan belt $1.05 to $1.50, points 27¢ a pair. A spare timer would be handy, only 95¢ each. (Prices plus postage). Write for large list of parts. Stan Tull, Jr., 4716 Vincent Avenue So., Minneapolis 10, Minnesota.

1909 Velie touring, 40 h.p. Can be seen on page 39, Winter 1952 GAZETTE and in other past issues. The Velie has few miles and was found in perfect condition, not a rust spot in metal, or a crack in the wooden body. Not a tear or crack in the mohair top or in the soft original leather. A truly good and dependable tour car. After sitting all winter, it started on the compression built up on three twists of the crank. Price $2500. 1905 REO 2 cylinder touring, like the one on page 50, Winter 1952 GAZETTE, only mine has top and the back seat curves out more and whole back seat and top is removable, making it a roadster-- or in other words, a removable tonneau type. It is not restored but is all there and in good shape. The upholstery is perfect with the exception of the two front seat cushions which are missing. Car has tires and will run. Price, $1000. 1910 Ford touring, Motor No. 27873. I purchased it from the original owner and car still has original equipment and is all there. Wooden body, tires, etc. Car is partially dismantled for transportation, but ran when I bought it. Price, $900. One pair restored Packard 30 headlights, brass, perfect. Price $110. One pair beautiful large 24 in. long horse-drawn hearse sidelights, black and silver finish, curved, bevelled plate lenses, perfect with exception of one cracked lens. Price $100. Write or phone Gordon H. Soderman, 5200 Winding Way, Carmichael, California. Phone: Sacramento IV 9-7095.

1927 Buick Model 28-27 sedan with original bill of sale. A clean, one-owner car. Recent paint job, excellent tires. Sanding spokes now. $500. A.C. Hyman, 7751 Zelzah Avenue, Reseda, Calif. DIckens 2-8710.

New Ford T parts of almost any type. Write your needs and send self-addressed stamped envelope, for list. Vincent A. Amato, Ridgewood Road, Middletown, Connecticut.

1932 Pierce Arrow front fenders, eight cylinder block, crankshaft, front axle, springs, bumpers, other engine parts. Available in Los Angeles. A 1929 Pierce Arrow engine, complete and running condition. F. L. Merrell, SW Boones Ferry Road, Oswego, Oregon.

1916 Model 34T Haynes touring. 1909 2-cyl. Maxwell roadster. 1905 2-cyl. Maxwell roadster. 4-cylinder 1912 Metz roadster and 1930 8 cyl. six wire wheel Marmon sedan. Tom J. Sellers, 615 S. Armstrong Street, Kokomo, Indiana.

Custom-made brass script for antique car radiators. Brass radiator for early 2-cyl. Buick. Two 33 x 4 tires like new, $40. Two 31x4 tires like new, $20. Arthur Evans, R.D. 2, Bangor, Penna.

Set of new nickel wood wheel hub caps for Marmon about 1930. New Stewart speedometer fiber wheel driven gears, $1.00 postpaid. Dual ignition switches for early Pierce, brass. Wood coil boxes for low tension magneto ignition. Brass Klaxon Horn. Pair new black gas headlamps; could be brass plated. $28.50. Clem C. Hiser, 2503 W. 79th Street, Inglewood, California.

By original owner: Franklin 1927 Ser. 11-B Victoria coupe. This is the nice classic of which a photo appeared in the last issue of the GAZETTE. It has the sporty close-coupled body with the bump on the back and offset seats and jump seat (in Bedford Cord). Completely restored and with no expense spared. New beautiful ox-blood lacquer and perfect striping as original. This is the last model to use a wooden frame. Tires good. Ready to drive anywhere. I have to have more room. Warren S. Weiant, Jr., Newark, Ohio.

New 5.00 x 22 tires, perfect, $7.50 each. Five for $35. James L. Huey, 879 Washington, Memphis, Tennessee.

Brass side lamps, $75 per pair up; brass headlights, $115 up. brass taillights, $40 up; brass horns with brass flex tubing and good reeds, but no rubber bulbs, $65 up; Ford T sidelights, part brass, $50 per pair; same, taillights, $35 each. Trunk for rear trunk rack of sport sedan, 16x36 in., 19 in. high. Contains three suit cases. Good condition, but lining of trunk itself is soiled. Price $50. Art Twohy, 400 N. Kenmore Ave., Los Angeles 4, California.

1913 BUICK touring, very low mileage, first class new paint job; all complete with good top, acetylene starter, five good tires; not a dent anywhere; $2500. 1913 STEVENS DURYEA 5 pass. touring; all it needs is a new paint job; body and fenders are all aluminum, in perfect condition; very good leather; fine top; A-1 mechanically, with only 40,000 miles. Has always been stored in garage. Five good tires; air starter. Price $2500. 1912 PACKARD six cyl. five pass. touring with California top. Electric starter; had it at one of General Motors meets. Price $2000. 1906 two cyl. BUICK; completely restored. Five brass lamps; windshield; good leather and top; first class in every way. Has been in many movies; Price $3000. 1912 Hispano Suiza, Alphonso XIII model racing car; 3 pass. boat tail body; 7½ in. stroke; lacks tires. $2500. BUICK WHITE STREAK roadster, unrestored, needs plenty of work; has no tires or lamps, but not a wrinkle in any fender. Price $950. 1904 (?) HAYNES APPERSON two cyl. roadster, unrestored, no tires; $1250. ESSEX 6 coach, about 1925, new paint; very clean blue cloth upholstery; very low mileage. $750. Photos of any of these cars, 50 cents each. Art Twohy, 400 No. Kenmore Ave., Los Angeles 4, California.

1926 Jewett 6-cyl. sedan. Very good condition. Original paint and upholstery. Runs fine. Five almost new tires. Dorothy VonDollen, 22055 Costanso Street, Woodland Hills, California.

1928 Velie sport coupe with rumble seat and hydraulic brakes. Original throughout. In average condition. Drive anywhere. E.O. Brandes, 111 NW 5 Street, Oklahoma City, Oklahoma.

FOR SALE

Maxwell 1909 2-cyl. in mint condition. Original upholstery. Four new (fresh stock) 28 x 3 tires and tubes. Car is completely original, except top. 1954 license and showroom appearance. $1750. C. Broder, 2204 E. Juanita Street, Tucson, Ariz. Phone 56437.

Buick, 1929 Model 24 roadster, Model 25 phaeton. Buick, 1927 Model 27-40 2-door sedan for parts. Chrysler, 1927-28 Model 72 phaeton or roadster. Plymouth, 1932-32, Model 72 phaeton or coupe. Tires and/or tubes and felt liners, new, sizes 6.00 x 21, 5.25 x 19, 6.00-6.50x18. Dyke's Carburetor Supplement, 1946 edition. Shop and Instruction Manuals for above automobiles. John R. Pointer, 3335 Deronda Dr., Los Angeles 28, Calif. Phone HOllywood 2-2621.

1912 Cadillac touring. Completely restored, motor overhauled. New Firestone tires and new top. Painted Brewster green with black fenders, with cream wheels and striping. Original leather perfect. Car is complete and original. First car to have an electric starter. Best offer over $2000. 1932 Detroit Electric, exceptionally fine condition inside and out. Good tires. In perfect running order. Complete and original, including charger and extra mercury bulb for charger (has never been out of case). Needs only batteries. Price $600. High Wheel Bike, circa 1880. Complete and in A-1 operating condition. Has new tires. Price $150. R. L. Gilmore, 2529 Kemper Lane, Cincinnati 6, Ohio.

1916 Ford touring. Brass radiator. Complete car $350. 1912 Stevens Duryea touring. Needs paint, top recovering and some upholstery work. Mechanically sound. $1250.00. Art Austria's Simplex Garage, 200 Mildred Avenue, Venice, California. Telephone EX. 6-7224.

1917 E-45 Buick roadster, completely restored. New top, new upholstery; lots of spare parts. 1917 Paige rear end; no wheels. Otto VanGorder, 2132 Walnut Ave., Carmichael, California.

1926 Ford T truck, Bosch magneto, speedometer, 2 speed rear end, needs front tires and one rear. Best offer over $75.00 takes it. For more information, write Wilford Taylor III, 2411 8th Ave. Canyon, Texas.

1911 Ford touring, highly restored. All original condition. 1916 Nash-Jeffery sports touring, in showroom condition. 1915 Franklin roadster, in beautiful original condition. Make offers. Herb Anderson, 4703 Franklin St., Omaha, Nebraska.

Catalogs: Classics, antique, rare and unusual. Gordon Fairbanks, 54 Oakland Avenue, Westmount, Quebec, Canada.

Ford T head & spark plug wrench, $1.00. Same for Ford A, 75¢. Fred Hayward, Box 553, Paramount, California.

1927 Cadillac 7-passenger 4-door sedan. Driven less than 44,000 miles. Good condition. Phone or write H.C. Shultz, 2722 E. 57th St., Huntington Park, California. Phone LA. 3647.

New 5.00 x 22 tires, perfect, $7.50 each. Five for $35. James L. Huey, 879 Washington, Memphis, Tennessee.

I.H.C. gas headlamp, "Orient" oil brass sidelamp. F.A. Halward, 52 College Road, Watsonville, California.

AUTOMOBILE MAGAZINES. One thousand different copies of "AUTOMOBILE" and "AUTOMOTIVE INDUSTRIES" (it's present name), for years 1902 to 1921, fairly complete. Price $3.00 per copy. Lot must be sold complete; will not break up the run. Also 215 or more copies of "MOTOR WORLD." 50 issues for 1904 to 1909; 50 issues each for 1910, 1911, 1912; 15 issues for 1913; total of about 215 copies. Price $3.00 each; run must be sold complete; will not sell single copies. Art Twohy, 400 North Kenmore Avenue, Los Angeles 4, California.

1917 Studebaker motor complete; transmission and other parts. Also some 1917 Dodge parts. Will sell all or parts. Donald Holthaus, 408½ South 4th Street, Yakima, Washington.

FORD PARTS: New splash aprons, 1917 up, $5.00 per pair; new right front fenders, 1917 up, $5.00 each; new engine splash pans, left side, 50¢ each; two front and one rear fenders, 1913, need help, $10.00 for all three; two rear fenders, 1915 touring, $5.00 for pair. Also, top for large touring car, 1910 to 1914 or thereabouts, $15.00. Gordon Lieffring, Box 521, Wathena, Kansas.

1937 Mercedes-Benz 500K four passenger convertible, black. Paint, chrome, upholstery excellent. Mechanically sound throughout; only 45,000 miles since new. Tires very good. Will deliver. $2750. Consider swap for Bentley or PIII Rolls-Royce. A.H. Cameron, 8604 Humble Road, Houston 16, Texas.

1924 Ford roadster. Completely restored, with a spare engine and many other new and used parts. Stan Leavitt, 37 Hale Road, Glastonbury, Conn.

1916 Buick touring, $500. 1922 Dodge roadster, $200. E.L. DeCann, 1522 Fourth Avenue, Council Bluffs, Iowa.

Ford T Victor drive shaft transmission. Make an offer. (See ad last GAZETTE.) Right rear Ford T sedan fender, new, $12.50 f.o.b. Dixie magneto for Ford T. Fits only non-generator engine. As is, $25.00 f.o.b. Ford T axle bearings, good, used, $1.75 each, f.o.b. Robert E. Hager, 209 S. Birmingham Avenue, Pittsburgh 2, Pennsylvania.

Franklin 1930 Mod. 145 4-door sedan. Tires excellent. Needs paint and some upholstery. Spoke wheels. Franklin 1928 Mod. 12-B 4-door sedan, tires fair. Wire wheels. R.H. Scott, 5382 South Bradford, Placentia, California.

For sale or trade: Baker steam truck boiler, $400. Small boiler with attached burner, similar to Loco, $25. Doble Steamer control box, $35. Stanley 735 touring top, $50. Model T overhead valve set, $25. Delco-lite 850 watt 32 volt, $100. Stearns-Knight Model G 1927 radiator, head lamps, crankshaft, wheels, worm center section, trunk, front axle. 1930 Studebaker Pres. radiator, $20. Cadillac 1933 radiator, $20. Stanley 740 engine, $300. Send three dimes or stamps and a large, stamped, self-addressed envelope to expedite mailing. Steam Car Associates NEWSLETTER, containing large list of items for sale and wanted. Robert G. McCord, Box 1073, 768 Olive Street, Newark, California. NEwark 3-3809.

I have located a brand new stock of 1907 patent oil side lamps. Have been in storage for years. Round style. Three rings on top. 11½ in. high. Painted. $15.00 pair. Same lamps in brass finish, $30 pair; same with brass bail handles, $35 per pair. Brass bulb horns. These are new single right or left twist, different styles, lengths, up to 64 inches, $18 and up. Beautiful double-twist bulb horns, 23 in. to seven ft. long. Also new ones, $20 up, made with highly polished flexible brass tubing. Brass windshield rods in lengths to six feet. Brass body trim. New timers and tungsten coil points for Ford T. Have lots of used parts and other new ones. Send a stamped self-addressed envelope for my complete list to Alva W. Davis, Box 58-B, Mammoth, Arizona.

LIGHTS: Head, side and tail. All types of brass horns, etc. D.D. Way, P.O. Box 372, San Mateo, California.

1912 Ford Model T touring. Completely restored. Authentic in every detail. Has all brass and all accessories. Price, $1200. 1915 Chevrolet roadster. Amesbury Special. Needs following: Bows for top, paint, mescellaneous work. Price $500. 1912 Ford T Torpedo roadster. Needs top. I have bows, seat cushions, head lamps, tail lamps; motor has been completely overhauled. Has brass rods, windshield, radiator. Price $600. Charles Selicious, Box 136, Old Lyme, Connecticut.

1907 IHC Autobuggy, unrestored. IHC water cooled engine and brass radiator with insignia; IHC transmission and other parts. 1927 Stutz engine, radiator and front end. 1910 4-cyl. White, no body. 1926 Ford with factory-made body and good tires. H.N. Sheppard, Box 442, Yakima, Wash.

Stewart & Warner Auto-Meter swivel joints. New fiber and wheel iron gears for front wheel drive speedometers; drive housings and inside linkage for both Stewart & Warner. Running board luggage carriers. Clem C. Hiser, 2503 W. 79th St. Inglewood, California.

Old telephones. 1898 Graphaphone. Wax cylinder phonograph records. Old railroadmens' kerosene lanterns. Genuine Civil War knapsacks, new. Assortment or relics. Bob Hicks, 4704 Vineta Ave. La Cañada, California.

Model T Ford coil tester in working condition. L. Howitt, 8032 E. Burnside, Portland, Oregon.

1913 Cadillac touring. newly restored. Dusters for ladies, men and children, seven assorted, the lot $30. Five brand new priming cups, brass, $6.00 the lot. Bruce Carter, Montpelier, Ohio.

1913 Hupmobile, not restored. 1913 American La France 4-cyl. fire truck. 1920 Paige touring. Complete set of 24 in. wheels, rims, tires and tubes. One tire, size 33 x 4, good shape. Joe Watson, 711 So. 3rd Ave., Pocatello, Idaho.

1922 Ford roadster. 1925 Ford roadster. 1914 Ford touring. Also a lot of parts for body and chassis for Fords. Mr. Knutson, 703 2nd St. N.W. Little Falls, Minnesota.

Cord 1937 sedan. Needs body work. $350. James G. Stewart, 148 Davis Ave., Pittsburgh 2, Penna.

Parts for 1913 Maxwell 4 Model 25; Dodge 4 1923 4-door sedan leather upholstery. Radiator for Hupmobile 4, 1917. Ben Chinitz, Atlantic, Iowa.

Used Ford T parts. 1923, 1924, 1927 Ford engines with transmissions, $40, $25, $20. Six new fenders, probably Chevrolet, around 1920. Send dimensions, sketch. New Dodge parts, 1914 - 1925, cheap. Pair new Dodge side curtains. Splitdorf magneto. Some new and used auto springs. Send sketch, dimensions. Restored Ford T black sidelamps, 1915-1919, $4 each. Used Ford coils with points, $1.50 each. Used Holley carburetors, $5 each. New Ford T floorboards, headlight lenses. Overland 8 in. lenses. New Ford brake shoes, $5 pair. Write other needs. Harold Garrett, 711 So. New York, Sedalia, Missouri.

Pierce Arrow 1935 convertible roadster, V12 motor with hydraulic valve lifters. New top, genuine blue leather upholstery, chrome, paint and battery. Six wire wheels. Two in fender wells. Mint condition. Engine rebuilt by experts. $1500 or might trade for pre-1914 touring. F.J. Balthasar, 650 Girard Avenue, East Aurora, N.Y.

Antique Franklin, Dec. 22, 1926. Sport sedan 11-B Model; bed, trunk, two grips, hat box in trunk. Frank S. Thornburg, D.D.S., 1638 North Michigan Avenue, Pasadena 6, California.

One Stanley engine number two, Model 740, 1924 twenty horsepower complete with rear end, artillery wheels, electric generator, pump drive rod, pumps, automatics, small parts, steam gauge, throttle, engine hanger, pink ownership slip, all good-- not junk. $300 f.o.b. San Diego. One White flash steam generator, all tight joints, excellent shape, steams fine, $200 f.o.b. San Diego. Been sandblasted, three coats Permite No. 1900 aluminum 1000 degree coated, filled with oil for preservation. One Doble 40 h.p. flash steam generator, excellent reserve, blower type burner, interchangeable to either carburetor or atomizing with necessary parts, $400. Cost new, $1200. Extra armature for blower motor. Terry type steam car condenser turbine fan, runs off main engine exhaust, $50. Two steam pumps, one $200. Other $150. Former never used; latter used some. Doble design. All above f.o.b. San Diego. Lester Paul Wegeforth, 2600 East Eighth Street, Paradise Valley, National City, California.

Classic 1929 LaSalle phaeton. Parade condition. $1795. Richard H. Haynes, 2711 East Jefferson, Detroit 7, Michigan.

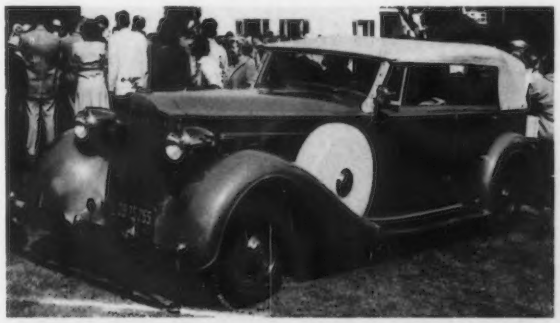
4.40-4.50 x 21 tires. These are new. Have three Goodrich Silvertown, one Goodyear, two Brigadier, six Bulldog and several Firestone. $7.00 each. Set of four, $25.00. Chris Egsgaard, P.O. Box 7, Woodland Hills, California. STate 5-4806.

One night a chemist visited. I bemoaned the hard and often impossible task of thoroughly cleaning nickel, brass and chrome. He said we could make a superb all-metal cleaner, but it would be expensive and 100 gallons the minimum. We did. Immeasurably the best! Even good for the wife's silver! Astonishing! 8 ounce, 75¢. Pints, $1.75. Quarts, $2.00. (prepaid). E.M. Harrington, P.O. Box 81, Copley, Ohio.

Ford T parts: Motor, rear end, wheels, hubs, gaskets, transmission parts, 26 in. hood and roadster window glass, radiator shells, mag horns, other new parts. Write wants. Jerry Stephens, 111 Grandview, San Antonio, Texas.

Antique cars to sell at all times. Also will buy cars back of 1915. Also want horse-drawn fire engines, stage coaches, cast iron toys, coin operated music boxes. Joe Streeter, Claremore, Okla.

1935 Packard phaeton. Mint condition. $1750.00. Taylor Pillsbury, Box 44, Pebble Beach, Calif.



FOR SALE

1934 Packard V-12 Dietrich Custom Close-coupled convertible sedan. Original mileage, all original equipment, tools, foot-rests, heater. Original radio. Wind-up window, whitewalls, Goodyear Lifeguards, lap robe, coon skin coat. Red leather upholstery perfect, with two-tone tan paint to match; yellow hair line striping. Tan roof. Complete and PRACTICALLY PERFECT IN EVERY WAY. Always owner-driven and owner-cared for. Registered every year until now. Extra set of tires and $1200 worth of mechanical spare parts go with car. On account sentimental value, shall sell only to appreciative party who will provide good care and upkeep. May be seen by appointment. $2500. No curiosity seekers, please. Mrs. F. Peterson, 9 Brimmer St., Boston, Mass.

New Ford T timers. $1.25 postpaid. J. Messick, 1400 N. Commerce, Stockton 17, California.

Ford T parts. Have quite an assortment of mechanical, accessories, body parts 1917 and later, new and used items. Send for free mimeographed listing. E. R. Hemmings, 1036 Hampshire, Quincy, Illinois.

4-cyl. Plymouth floating-power sedan. Low mileage. Fine appearance. Mechanical condition and tires excellent. Drive anywhere. $200 or trade on older car and pay difference. W. D. Richardson, 3100 Swan Place, Los Angeles, California. Phone NO. 4-3261.

1914 Lozier 84, 4 cyl. Factory condition except generator and California top. 1928 LaSalle V-8, wire wheels, 4-pass. sedan. Good condition. Best offer. Correspond. Lloyd A. Seright, Rt. 1, Box 1075, Woodland, California.

Valves. Large assortment. Send sample. I will return, and quote price if I can furnish. Tuck Garage, 73 S. Shirley Ave., Pontiac 20, Mich.

Limited number new 30x3½ clincher tires, $12.50 each. Rubin Dobkin, P. O. Box 175, Huntington Beach, California-- or call evenings: Lexington 6-3450.

LEAD: Brand new Wendell Model W paint striping tool, complete with instructions. $5.00. Bergman Surplus, 922 E. Manchester, Los Angeles, Calif.

1918 Buick touring Mod. E-45, partly restored. Motor, body, upholstery, top bows good. In need of paint, fender work, top, tires. Price, $275. Al Nisbet, Box 126, Tahoe Valley, California.

Stutz overhead cam straight 8 sedan made into a pickup sedan, $125 as is. One full set Hassler coil spring easy riding shocks for Ford T. Also many old Model T parts. Bill Destefani, 908 Dorian Drive, Bakersfield, California.

Radiator for E.M.F., steel shelled, 85% perfect. Cleaned, re-riveted, supports, primed and ready to install on car. Also has original cap. Don Boulton, 2720 W. Eubanks, Oklahoma City, Okla.

Ford T parts. Send stamp for list. Also antique car painting, lacquer or enamel. Ford T repairs. H.C. Rush, 100 Norway, Trenton, New Jersey.

1923 Star motor. Four cyl. 50 h.p. Franklin airplane motor, new condition. Most all parts for Ford T, Brush and Studebaker E.M.F. 30, 1911, except body and lights. A few Packard 1912 Mod. 48 parts. A pair of Goodyear diamond tread 6.50x19 tires and tubes, 85% new. Also extra used tubes. 30 x 3½ used tires and tubes. WANTED: Information and parts for 1912 Michigan. H. Philippar, Sturgis, South Dakota.

1936 Packard Mod. 1400, Std. 8 sedan. Condition nearly like new. New rings, bearings, clutch, paint, top, tires. Price $850. Robert E. Hicks 4704 Vineta Ave., La Cañada, California.

Rear spare tire carrier, complete for Ford Mod. T, like new, $10.00. John Dolan, 4458 Woodman Avenue, Sherman Oaks, California.

Parts, brass side lights, clock, speedometer, generator, magneto, etc., 1908 to 1916. Parts too numerous to mention. Ed Schmidt, Route No. 1 Box 191, Germantown, Wisconsin.

1906 Ford 6 cyl. Mod. K Speedy Runabout. I know of only one other like it. Price $4000.00. 1906 Model N 4 cyl. runabout, $1500. 1906 Sears two cyl. high wheeler, $800. 1904 REO one cyl. high wheeler, 8-passenger or truck (rare) $900. 1909 Maxwell 2 cyl. runabout, $1500. 1886 Columbia (like new) high wheeler, $150. 1884 child's tricycle, $50. 1896 child's sidewalk bicycle, $25. 1913 Indian motorcycle, carbide lamps, runs but not restored. $150. A large lot of Model T and A Ford parts. One new block assembly, Ford Mod. T. $150. Roy C. Merrill, Main & Ladiga Streets, Piedmont, Alabama.

H-rubber for split windshields, 30¢ foot. About a thousand odd valves, new; if you can get the Washburne number I may have them. 25¢ each for any. James B. Tyler, Rt. 5, Box 419, Modesto, California.

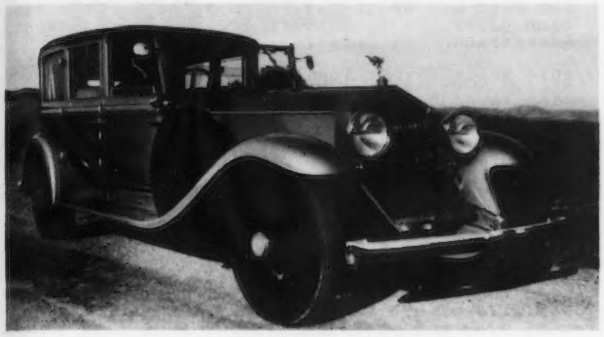
4-cyl. Essex touring, mechanically good, body rough. Ford T rear end drive shaft assembly, complete. Round leaf rear spring. Lead on other T parts. Need sicle and tail lamps, windshield for Brush. Dr. Clifford L. Davis, 999 N. Vinido Avenue, Pasadena 8, California.

1923-1925 Ford 4-door sedan body. Complete with handles and hardware. Two rear fenders included. No rust. Needs top and three windows. $25. Jim Brackens, 302 W. Colton Ave., Redlands, Calif.

For 1915 Buick: Complete radiator, shell, nameplate and cap; complete headlights and sidelights, windshield, two front wheels, both doors and trunk cover for roadster. All in good condition. W. E. Norcross, 138 Washington St., East Walpole, Massachusetts.

1934 Packard Eight convertible coupe. Good motor. A. B. Sievert, 116 W. Bencamp Street, San Gabriel, California. Phone ATlantic 15872.

Rolls Royce Phantom II Sedanca-de-villa English chassis, French body. Practically completely restored professionally. Has new muffler, chrome, paint, etc. Beautiful classic. Really clean from bumper to bumper. Photo 25¢. $1450, or swap for sports car. Maynard Buehler, Orinda, California.



Brush chassis (or parts), no engine. 1918 Chevrolet 490 touring, runs, 11,000 miles; fine to restore, $75. Five AAA Tour guide books of East, 1915, 1919, 1927, 1928 and 1929. $2.00 each. Horsehide robe, fine, $10.00. W.F. Benedict, 96 Greenwood St., Canisteo, N. Y.

Ford T fenders, 1917-1926, used but good; fifty odd cranks, 1918-1927. Send sketch for matching. Numerous Ford T parts, 1917-1926. Ruxtel Axle rear end complete. Shock absorbers for Ford T. Fred McKenrick, 603 N. Center, Ebensburg, Penn.

1909 Ford touring, completely restored, and in splendid shape. Will travel anywhere. $1500.00. Herbert Blake, 135 Westford Ave., Springfield, Massachusetts.

1923 Stutz Bearcat roadster. One of the last of the great Fours in excellent condition and original. Complete data by mail. Kodachromes, $1.00 deposit. H.M. Harper, 70 Locust Road, Winnetka, Illinois.

New stock horn reeds. Large rubber bulbs and flexible brass tubing for horns. Also all types of brass castings for headlamp, sidelamp, taillamp brackets. Ben Moser, 1170 No. Bronson, Los Angeles 38, California.

Gasoline gauges for Model T Fords. New, in original cartons. Graduated glass tube 10 in. high and one half in. in diameter enclosed in steel shield, plus copper tubing and special fittings. Mounts on left side near hand brake. $1.25 post paid. L. Ray Hove, 5606 Clinton Ave., Minneapolis 19, Minn.

1910 (?) Hudson touring car. Rough, but is restorable. Has brass rimmed windshield and three original brass lights. Price $295. 1914 Oakland touring car. V-radiator, motor not stuck, very rough, no top. Parts car. $195. 1929 Essex two-door running and needs rings and paint. Is above average for age. $175. 1920 Ford rare old center door Model T, needs paint, glass, minor mechanical work. Has new tires and running. $275. Lots of new and used Model T Ford parts. Harold Runner, Rt. No. 2, Lafayette, Indiana. Telephone: Battle Ground 7911.

Ford T parts, 90% new stock. 3¢ stamp for stock and price list printed in Feb. Will soon have upper half windshields (frame and glass), new, 1917-1921. Also coming are splash aprons. Stan Tull, Jr., 4716 Vincent Avenue So., Minneapolis 10, Minnesota.

One 1903 Ford 2 cyl. roadster. One 1926 Chrysler touring. One 4-cyl. Oldsmobile fire truck. Leslie Halverson, St. Olaf, Iowa.

1919 Ford one ton truck with Ruxtel rear end. Photo available. 1924 Ford one ton dump truck, with Ruxtel rear end. Photo available. 1925 Ford sedan cut into a pickup, photo available. 1920 Nash 7-pass. touring, photo available. Wheels missing. Will cut up for parts. 1921 Velie roadster, photo available. 1917 Indian motorcycle. 1911 E.M.F. Model 25 and 1913 Studebaker Model 25, parts only. Two 31 x 4 SS tires. Two 4.40 x 21 tires. Two 32 x 5 tires. Also large collection of Ford T parts, both new and used. William C. Beck, 7 Franklin St., Poughkeepsie, N.Y.

Ford T parts, new and used. Wide variety. Motor and body parts. No brass. Send your needs. Robert W. Weaver, 607 E. Donaldson Ave., Raeford, N.C.

Replacement steel push rod guides for 1918-1919 Stutz engine. Ben Booker, 315 North Eucalyptus, Hawthorne, California.

Rear seat with doors for 1910 Oakland, $30. Pair of vase-like Pierce Arrow limousine side lights $60. Dr. R.E. Sayers, Libertyville, Illinois.

Perfect pair medium size brass bail handle side lamps. Left brass bail handle Solar side lamp. 1912 Ford T brass horn. Complete large double-twist brass horn. New Security Theft-Proof wheel locks. Clem C. Hiser, 2503 W. 79th St., Inglewood, California.

Bosch DU4 magneto, good condition. New platinum points. Reasonable. A.J. Prather, 916 No. Spaulding Ave., Los Angeles 46, California. HO.2-0058

Completely restored 1913 Cadillac touring; lack of storage only reason for selling. Bruce Carter, 315 N. Pleasant, Montpelier, Ohio.

New Ford T mufflers, complete even to new brass exhaust nut, $5.75. New fenders, 1917 to 1927, front and rear. New splash boards, $7.50 each. C.T. Protsman, 2045 Robson Pl. N.E., Atlanta, Ga.

One pair double headlights for Packard, 1st or 2nd Series, Twin six (1915-1917). Lens diameter is 10 1/8 inches. Also one sparton motor-driven 6-volt horn. Has 5-inch bezel. Robert E. Hicks, 4704 Vineta Avenue, La Cañada, California.

1926 Rolls Royce Silver Ghost Pall Mall phaeton with Auster rear windshield, Victoria top, six new tires and tubes. Mechanically like new. Body paint and upholstery extra good. C.B. Seaman, 26 Sherman Avenue, Columbus 5, Ohio.

1932 Auburn phaeton convertible. 8 cylinders. 9 tires. Runs well. Special $150. Also some auto clocks, $5.00 each. A. J. Cerilli, 422 Main St. Poughkeepsie, N.Y.

I have just bought 3 tons of new Ford T parts, many pre-1915. Send 25¢ and large self-addressed envelope for list. Also have a Ruxtel rear end, $25. Set of four demountable 34x4 (26 in.) wheels, five rims and tires. Tires poor. $100. Neal Kemble, 518 33rd St., Bakersfield, Calif.

1933 PII Rolls-Royce town car; right hand drive. Body by Hooper of England. Excellent condition, new tires, priced to sell. J. R. McNutt, 4228 State Road, Akron 19, Ohio.

FOR SALE

CLASSIC CAR CATALOGS. Pierce Arrow, Packard, Cadillac, Lincoln, Chrysler, Orphan cars. Also for foreign cars; minimum price, $5.00. Also, MoTor (N.Y.) Annuals. Details for large stamped self-addressed envelope. Art Twohy, 400 No. Kenmore Avenue, Los Angeles 4, California.

TIRES: Two 6.00 x 22 new. Two 35 x 5 tires. Two 35 x 5, two 7.00 x 21 (and tubes on rims). One 32 x 4, and tube. Two 33 x 5, and tubes. Two 5.25 x 19, and tubes, rims. Excellent used bargains. Marshall Wilson, Box 809, Ardmore, Okla.

Tires for antiques, 17 to 27 inch rim size. Get our free list. Obsolete Tire Company, 155 Truman Street, New Haven, Connecticut.

Used variety of parts for Rolls Royce cars. Contact Sam Adelman, 635 So. Columbus Avenue, Mt. Vernon, N.Y.

Large stock of parts and accessories for vintage cars. Sam Adelman, 635 So. Columbus Avenue, Mt. Vernon, N.Y.

Some used Franklin parts. Ed Landmichl, 3826 W. 65th Place, Chicago 29, Illinois.

Franklin parts. Snubbers. Hartford shock absorbers, carburetors, magnetoes and ignition heads and many other items for old cars. Herbert Briggs, 1337 South Palamares Ave., Pamona, Calif.

LIZZIES & HENRYS. Ford Parts. New, used and rebuilt. Some parts 1909 to 1948. Also Fordson Tractor parts. John Edwards, 1522 Firestone Blvd. Los Angeles 1, California. Phone LOgan 2612.

GASKETS. Custom-made copper and asbestos cylinder head, manifold, and exhaust gaskets for all models of antique, foreign and racing cars. Will need old gasket for sample. Write to Head Gasket Co., c/o Fred Stelling, 1478 35th Ave., San Francisco 22, Calif. Phone OV. 1-9811 eves.

Swaps

N.A.C.C. Auto Handbooks. Have two each 1911 and 1920. Will trade for years I do not have. (Not for sale.) Ford T brass headlamps for 1911. Will trade for set more suited for 1904 Maxwell. Must be good. Fred McKenrick, 603 N. Center Street, Ebensburg, Pennsylvania.

Script. Buy, sell, trade. Home made. Hand made. Exact copies. 188 patterns. Old leather license plates made to order. Wiring diagrams from 1911. Harry Pulfer, 2700 Mary St., La Crescenta, Calif.

Will trade 1906 Moline car catalogs for original radiator scripts. J.D. Soper, 209 Walnut Street, Atlantic, Iowa.

Hub caps for 1926 wire wheel Ford T. I have some hard to get parts that I would trade for these. Robert W. Weaver, Raeford, North Carolina.

Pair 1923 Cadillac headlights, pair of Cole 890 head gaskets, pair Cadillac 314 head gaskets, and following hub caps: Cadillac V-12, LaSalle, and Auburn knock-off. Will trade for name plates. Also for sale: Headlights for 1930 Cadillac V16 in perfect condition, in original cartons. Also miscellaneous Model A Ford parts. G.V. Campbell, 390 Flora Place, Highland Park, Illinois.

1908 Maxwell runabout. Restored, excellent condition; new tires; all brass like new. Would like to trade for a "brass era" touring car, restored or not. Let me hear what you have. Burman C. Copher, 2929 Catalpa Drive, Dayton 6, Ohio.

1912 Ford touring, good tires, new top, etc. for sale or trade. For details write to Paul R. Zanzie, 24 Laurel Street, Manchester, Connecticut.

SWAPS

Will trade two pair of Ford T flat front fenders for brass carbide headlights, square brass side lights, brass T radiator, T hood, or? H.W. Miller, 6350 Lake Ave SW, Tacoma 99, Washington.

Ford T disc wheels complete. Four wheels, five rims, four hubs (one front hub split). Will swap for Ford all brass headlamps or will take best cash offer. F. T. Snyder, Jr., 331 Union Street, Hackensack, New Jersey.

1914 Rolls Royce Town Car. 1919 Rolls Royce Tourer. 1932 Delage D8 Tourer. 1932 Stutz DV-32 LeBaron Sedan. 1935 Rolls Royce PII chassis with 1947 Special Drop-head coupe body. Interested parties may secure details by writing the Carriage Cavalcade, Box 178, Silver Springs, Fla.

1903 Cadillac rear entrance tonneau, complete, for Regal or American Underslung Touring. Len H. Roos, 116 So. Hollywood Way, Burbank, California. Phone VIctoria 9-3291.

Will exchange five 20 inch wire wheels, 120 mm. hubs complete with practically new tires, tubes, for five or six 25 inch or 27 inch wire wheels, same hubs and tires or five 27 inch wood wheels complete with rims and hubs for 38 h.p. Simplex. A.B. Storey, 1229 Biltmore Dr., Charlotte 7, N.C.

Will exchange or purchase any accessories suitable for 1914 Ford. Can offer 1 large pair brass headlamps, four 30 x 3 clincher tires & tubes, good original tread; sides checked. Need for my 1914 Ford: 1 side view brass mirror, 1 complete bulb horn tubing and ball ready for use, speedometer cable assembly ready for use, 1 perfect front seat, 1 new floor mat. All letters of advice appreciated. Have assortment of perfect all brass side and rear lamps, buffed and ready for use, with or without bail handles. Sidney Stein, Kew Gardens, N. Y.

Wanted

Rear hub cap for 1911 Stoddard-Dayton, Model 30. Also front hub cap for same car. Edward J. Longcoy, Route 9, Box 962A, Tucson, Arizona.

Model T Ford or Dodge Bros. 4-speed equipment. Wire wheels, over-heads, cams, 3 to 1 gears for Model T Ford. Caccia's Garage, P. O. Box 457, Morro Bay, California.

Hub caps for 1915 Studebaker, speedometer for same car. Need pair of 32 x 3½ tires. Henry C. Stubner, 33 Brighton, Highland Park 3, Michigan.

Hupmobile 1913-14 touring or roadster body, or body parts. Please help. Any suggestions appreciated. State wants, too. C.J. Reimuller, P.O. Box 646, Redlands, California.

Parts for 1905-1910 4-cyl. Autocar, manufactured in Ardmore, Pennsylvania. Erle W. Kulp, Wissahickon Avenue, North Wales, Pennsylvania.

Would appreciate hearing from anyone owning the following: Stearns Knight, 1925 or 1927. Dick Kirsten, Route 1, Box 46, Roy, Washington.

A 2 cyl. Buick engine, etc. Leslie Halverson St. Olaf, Iowa.

Rear seat with doors and fenders that might fit a 1911 Kirsch. What have you? Write: Lester E. Sheets, 322 North 1st St., Decatur, Indiana.

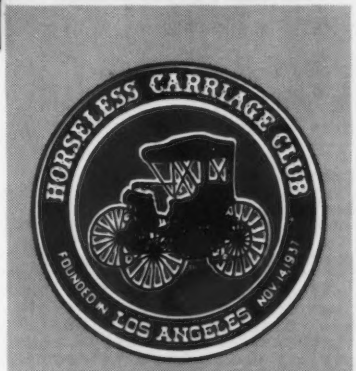
Regal or American Underslung touring car. Len H. Roos, 116 So. Hollywood Way, Burbank, California. Phone VIctoria 9-3291.

Parts for old Smith motor wheel; drive wheel, fender and gas tank. Tom McBath, Box 137, Wallowa, Oregon.

Interested in purchasing an antique motor truck (condition not important). What have you? Clem C. Hiser, 2503 W. 79th St., Inglewood, Calif.

Calling ALL MEMBERS

Add to your collection of HCC accessories!



Official Club Emblem used on accessories

Be sure to order some windshield decals for that antique! They are a beautiful accessory and a big booster for our club. Reproduced in four colors, they are very easily applied. Apply inside windshield corner about 1½ inches from the windshield frames. For your everyday car, truck, and for business doors, too. **POSTPAID, 50¢ each, three for $1.00.**

A new accessory is the three color cloth HCC emblem. These are four inches in diameter and are ideal to sew on dusters, coveralls, sweaters, etc. **POSTPAID, $1.00 each.**

GAZETTE Binders, handsomely embossed in gold. Will keep your GAZETTES in mint condition. Binder holds 12 issues; opens flat for quick reference. Deep blue. **POSTPAID $3.00 each.**

HCC Poster Stamps add appeal to your stationery! Faithfully reproduced stickers are made in four colors and are very attractive. The insignia of the club, 1¾ inches in diameter, and gummed. Apply as you would a postage stamp. **POSTPAID, 125 for $1.00.**

HCC Emblems for your car! Insignia of the Club. Heavy bronze; vitreous enamel colors of red, blue and black. Every member should display one on each car when attending tours, meets, parades, shows, etc. 3½ inches in diameter. **Postpaid, $3.50 each.**

In order for Regional Groups to take advantage of the 25% discount heretofore offered in the purchase of the foregoing items, a minimum order of $25.00 must be placed by any one group; otherwise the regular price shall prevail.

The HORSELESS CARRIAGE CLUB 215 NORTH LARCHMONT BLVD. LOS ANGELES 4, CALIFORNIA

WANTED

1915 to 1899 automobile that is restored or one that can be restored. Prefer one located in California or Arizona. Spot cash for a good deal. E.F. Whalen, 1069 Bangor Street, San Diego 6, California.

Marmon V-16 owner's manual, catalogs, shop manual, etc. Will purchase, or borrow for photostatting. Leslie Reggel, 1545 Denniston Street, Pittsburgh 17, Pennsylvania.

$100 reward for information leading to my acquisition of a Lozier, Mercer Raceabout or a Stutz Bearcat. Carl Anderson, 1700 Sawtelle Blvd., Los Angeles 25, California. Phone ARizona 3-2681.

Restoring 1914 Packard 6 Mod. 448. Need hydraulic type carburetor complete; cast aluminum ring type fan with six blades; pair of Packard bucket seats. Have Packard 30 parts to swap. George D. Boyd, Fairmount Farms, Fairmount, West Va.

Owner's Manual, catalog etc., showing 1930 Ford sport phaeton. Also want new authentic heater for 1930 Ford A and authentic trunk. Edward Eikman, New Palestine, Indiana.

Five or six 25 in. or 27 in. wire wheels, 120 mm hubs. Five 27 in. wood wheels complete with rims and hubs for 38 h.p. Simplex. One hand air pressure gasoline pump. A. B. Storey, 1229 Biltmore Drive, Charlotte 7, North Carolina.

Would like any information or pictures on road-racing model of "1920-25" Lexington speedster. Raced at Pike's Peak. Carl Clanton, 1436 Emory Drive, Whittier, California.

Need help to identify my Pierce Arrow. The serial No. is 30111. Has crowned fenders very low in front and rear. Two spare tires laid almost flat on rear deck. Electric lights. Cowl and body missing but will duplicate if I can find pictures of this early raceabout or runabout style. Would like to correspond with those who know 1912-13 Pierce Arrows. Also need steering column, with box and quadrant for any R.H. drive Pierce and two hub caps 3 3/8 in. O.D. Fred N. Gilchrist, 2705 Brackett Ave., Yakima, Wash.

Restored Model SSK or 540K Mercedes Benz. Send pictures and details to Robert Kessler, P.O. Box 54, Ridgecrest, California.

Attachment to install a high tension magneto on a Ford T engine. Apollo or Bosch preferred. Mr. Batcher, Box 31 Station A, Omaha 10, Nebraska.

Information regarding 1910-11 Apperson 4 cylinder 40-50 h.p. No. 2318. Need rear seat cushion, front wheel hub cap, three turners and wick for Solar side and tail lights. Have founts. George M. Rose, 22 Walnut St., Gowanda, N.Y. (I have a lead to have fenders made in Buffalo, N.Y.)

Carburetor for 1921 Overland, preferrably Tillotson, Model M3-1C. The Model 91 Overland includes the 1921 Overland. Quinter D. Miller, Oakley, Illinois.

Cadillac V16 roadster or convertible, and a 1933 Franklin 12 cyl. model. Gene Fuller, P.O. Box 628, Salina, Kansas.

For 1930 Ford A phaeton: Chrome radiator shield, trunk for rear, heater, sales catalog, etc. Edward Eikman, New Palestine, Indiana.

Auburn Mod. 851 or 852 (1935-36) parts. If you have car or parts I will send list of needs. L. H. Sidwell, 572 10th St. S.W., Cedar Rapids, Ia.

30 x 3 tires, radiator and shell, distributor for 1915-16 Monroe or for 4 cyl. Mason engine. Also want set of NEW Splitdorf spark plugs for same, 7/8 in. threads. James B. Tyler, Route 5, Box 419, Modesto, California.

Brass L.H. side lamp, 4¾ in. square, 12 in. high, 3-ring top, square front glass and door, no name on top. Harry Mann, P.O. Box 5565, Tucson, Ariz.

Flat fenders for 1914 Ford T. Good brass Ford T radiator and hub caps. Parts for a 1910 Maxwell Mod. AA. Vincent A. Amato, Ridgewood Road, Middletown, Connecticut.

Help me restore my 1910 Ford T town car. I need pictures and information on body, folding top, windshield. Ken Kinnear, 850 Harrison, Corvallis, Oregon.

For 1919 Chevrolet 490 touring: Right rear door and all four door latches. Top bows. H.E. Seidenstucker, 2906 Bentley Avenue, Los Angeles 64, California.

For Model N Ford: A step plate with word FORD across the tread. For Models N, R, or S: An exhaust manifold, water manifold, dust pan that fits under engine, hood, hub caps, wooden double bucket seat and radiator. Will trade any extra set of fenders for a Model S roadster on any of the above. Ted Hinson, Box 475, Prague, Oklahoma.

Restored antique car, 1914 or older. Touring car preferred. West coast area. State condition and price. Send photo if possible. Bud Lampson, Box 99, Tahoe Valley, California.

For 1926 Packard 6 roadster: An outside T-shaped door handle; one complete water pump; one Packard motometer; wind wings; Waltham clock; one cigarette lighter. Tom Peterson, Jr., P.O. Box 150, Tucson, Arizona.

Several sets 5.00 x 22 wheels and rims, single or dozens. James L. Huey, 879 Washington, Memphis, Tennessee.

Stevens-Duryea hub cap. 1913 Maxwell rear end. F. A. Halward, 52 College Road, Watsonville, California.

Trunk for 1936 Packard Super Eight. Also factory shop manual. C.M. Daniel, E. Lolita Street Route 1, Orange, California.

Complete body for 1932 Stutz DV-32. J.D. Soper, Atlantic, Iowa.

For EMF 30: Intake manifold, water pump, timing gear, gas tank, lights, seats, body or any parts thereof, pictures, literature. For 1918-20 four cyl. Hupmobile: Carburetor, distributor. C. Perry Beka, 10 Hillcrest Dr., Rapid City, S.D.

I am restoring a 192(?) Gardner, 6-cyl. Would like to know of available spare parts, accessories, and instruction manual. Would also like to correspond with anyone owning or knowing anything about Gardners. George W. Gartner, Jr., P.O. Box 1303, Houston, Texas.

Solar Model 1032 square brass sidelamp; brass off-dash mount clock, brass Stewart speedometer swivel, solar 805 brass tail lamp, less fount. William Cain, University of Wichita, Wichita 14, Kansas.

Information and coil for Holsman high-wheeler. Welcome correspondence with Holsman owners. Also 14 in. outside diameter wood rim of steering wheel. Louis Engelhard, Box 30, Ft. Madison, Ia.

Pair of tire-mounting rear view mirrors. Donald Weesner, 817 First National Soo Line Bldg., Minneapolis 2, Minnesota.

Parts for 1909-1910 (?) Brush, Model D, Factory No. D-9314, Engine No. 1206-D, 1 cyl; two brass hub caps; one carburetor; one timer; one magneto, gears and mounting; two brass headlights; two brass side lights; one brass tail light and one brass bulb horn. Advise condition and price. All replies answered. Richard Dunseth, 3437 So. 7th Street, Springfield, Illinois.

Ford T touring. Restored or unrestored but must be complete. Pre-1915. Must have brass radiator. Send price and condition in first letter. W.T. Reid, Box 3104, Waco, Texas.

WANTED

Pre-1916 Studebaker, EMF or Flanders, running or easily restorable. Also names and addresses of present owners of vehicles in these categories. M. F. Studebaker, Route 9, Box 171, Charleston Heights, South Carolina.

Parts for 1914 Maxwell, Serial No. 5501, Car No. 25. One radiator and hood, one pair of all brass headlamps and one pair of all brass square side lamps with name MAXWELL on top of lamps. W. M. Parker, 111 Summit Ave., Willow Grove, Penna.

Brass ignition switch preferably with lock, wood coil box, and running board tool box for 1912-1914 Ford T. Also need brass foot accelerator for same. Will pay top prices. J.B. Petty, Box 1010, Gastonia, North Carolina.

Any information or correspondence from owner of 1908 four cylinder Buick roadster, or of a 1917 Mitchell. Need lights, bulb horn, top bows for Buick. Buddy Hall, 4823 Bryan Street, Dallas 4, Texas.

A complete transmission for large 1908 touring car, 3 or 4 speed (4 speed preferred), 40 to 60 horsepower, right hand shift. Complete with shift lever and brake lever to match. Also need drive shaft, universals, and brake (mounted on drive shaft.) If available without brake, I can use it. Ray Zuend, 610 Park Row, Dixon, Ill.

Early Sears Auto Buggy, unrestored, or a motor and transmission for same. W. C. Norcross, 138 Washington St., East Walpole, Massachusetts.

Ford T, taxi or town car, 1914-24. Ford T sedan 1917-23, oval window in rear type. Rajo 8 overhead complete. Radiator for Ford T, 1917.1923, low black type. Ford T racing equipment. Fred McKenrick, 603 N. Center St., Ebensburg, Penna.

1908 Buick 4, unrestored, or any parts. Especially interested in the motor, transmission, and brass. David K. Gast, 3756 Prestwick Drive, Los Angeles 27, California.

Tires for 28 in. and 26 in. rim. 36 x 4, 36 x 5 etc. Must be soft and useable. Also Lozier literature and parts, and pair of folding jump seats for 7-pass. touring car. Ben Moser, 1170 North Bronson, Los Angeles 38, California.

Pair of dash brackets for 1915 Ford. Four used 30 x 3 tires and tubes. Jim Dodd, 635 Vine St., Paso Robles, California.

For an I.H.C: Radiator cap and the four rear fender bracket holders that go on the frame; and also any accessories. C.A. Fanucci, 1421 North Branciforte, Santa Cruz, California.

A 1909-1914 Ford runabout in restorable shape, in western states; also a pair of Brown 19 Head lamps. M.L. Campbell, 2541 Flower St., Huntington Park, California.

Instruction book and catalog for 1907 Cadillac, Model E roadster. Len H. Roos, 116 S. Hollywood Way, Burbank, California. VIctoria 9-3291.

Original sales catalog and instruction manual, for Series 60 Special 1938 Cadillac Fleetwood sedan. Desire contact with owners of similar make and model. J. T. Ferguson, 10898 Olinda, Sun Valley, California. Phone CH. 7-6384.

GAZETTES needed to complete collection: Vol. 1, No. 1; Vol. 5, No. 4; Vol. 9, No. 4; Vol. 11, No's. 1 and 2. Bob Ring, 345 Circle Drive, Reno, Nevada.

Model N Ford radiator, hood, water pump, coil box and coils. Also want brass rear view mirror and 33 x 4 tires in good condition. H. N. Sheppard, Box 442, Yakima, Washington.

10 or 12 in. exhaust whistle. Compression whistle. Brown derby hat, size 7 1/8. New, or good used 33 x 4 tires. Jack L. Wadsworth, 264 Pamela Road, Arcadia, California.

Unrestored 1911 Cad touring. State condition and price. Also, instruction book for my REO The Fifth. R. Petri, 805 Ford St., Burbank, Calif.

Ford body and fenders for Model T. Any year or style. Also one cyl. Oldsmobile or a Brush Runabout. C.M. Broadwell, Morrisonville, Clinton County, N. Y.

Aluminum water jacket or cylinder head for 1916 Moline Knight 4 cyl. Believe Willys Knight 1916 or 1917 will fit. Also instruction book for Moline. Ben Chinitz, Atlantic, Iowa.

Curved-dash Olds, 1 cyl. Cadillac, any steam car, 2 cyl. Maxwell, Saxon roadster, Brush-- for restoring. Will consider any car, 1918 or older, unrestored. Write details and prices, to Harold Garrett, 711 South New York, Sedalia, Missouri.

One set non-demountable wheels for 1915 T Ford. J. Messick, 1411 N. Commerce, Stockton 17, Calif.

Information on Ames Body Ford T Speedster. Especially pictures or data on wheels and top. E. R. Hemmings, 1036 Hampshire, Quincey, Illinois.

Beverly Hills Speedway lore; printed matter; photos; negatives; programs; posters; news accounts, etc. Al Michaelian, 215 No. Larchmont Blvd., Los Angeles 4, California.

For 1915 Dodge Bros. touring car (110 in. wheelbase, 60 in. tread): Front and rear fenders and splash shields, radiator shell, hood sills. Good used or new preferred. The fenders and splash shields must be for 60 inch tread ONLY. Interested in all types of Dodge parts from 1914 to 1918 or 1920. State prices and condition. Contact Tom Gibson, Box 549, Laurinsburg, N.C.

Chrysler 1930 or 1931 Imperial phaeton; or 1934 Chrysler Airflow sedan or any type or make of touring car, 1915 or older. All must be in good condition. John C. Quinn, 12941 Woodbury Drive, Santa Ana, California.

GAZETTES: 1947, No. 4; 1949, No. 1 and 2; 1950, No. 1, 2 and 4; 1952, No. 1 and 2. John C. Quinn, 12941 Woodbury Drive, Santa Ana, California.

Packard 8 cyl. or 12 cyl. convertible coupe or any sports car around 1930. Must be a clean car (or will trade for 1909 2 cyl. Maxwell in mint condition. Send picture, state condition, price in first letter. C. Broder, 2204 E. Juanita St. Tucson, Arizona. Phone 5-6437.

Want to buy, sell or trade automobile and truck name plates and hub caps. I need Tulsa, Huffman, Davis, Interstate, National and others. Wallace S. Huffman, 610 S. Webster Street, Kokomo, Ind.

For Model F Brush: Side lamps, head lights, motor block. Top complete, or bows only. Also need hub caps, pictures, literature and prices for same. August J. Beka, 3624 Jackson Blvd., Rapid City, South Dakota.

For 1915 Dodge touring: Top bows, windshield frames, hub caps, speedometer, amp meter, motometer, wheels, rims, tubes, tail light and head lights. D.W. Correll, 1922 N. Norwood Pl., Tulsa, Oklahoma.

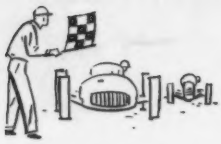
Four ventilated hub caps and insignia for the transmission on 1937 Cord. George E. Woodruff, 3701 East 5th St., Tucson, Arizona.

Doble, Duesenberg, Stutz and any classic open-model automobiles wanted. Send price, literature and full description and photos, all of which will be promptly returned, to: Mr. A.T. O'Neil, Camp Lakeview, Lake City, Minnesota.

American Underslung. J.S. Riggs, 302 East Church Street, Elmira, N.Y. Phone 4304.

Cadillac, 1931, eight, twelve or sixteen cylinder phaeton. J.S. Riggs, 302 East Church Street, Elmira, N.Y. Phone 4304.

In the Winner's Circle...



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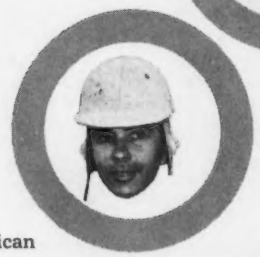
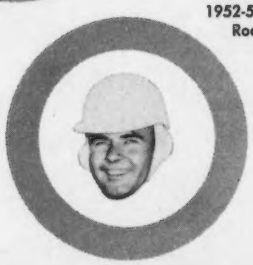
1952 Indianapolis winner



BILL VUKOVICH
1953-1954 Indianapolis winner



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